P.T
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72/22

3

Africa Squadron

Com. Chas W. Skinner Log

Jan. 14. 1845 to Aug. 8 1846

Norfolk, 14th January 1845

Sir

I have the honor to return with the annexed signatures the duplicate letter to Messrs Baring Brothers & Co

I have the honor to be
Respectfully Sir Your obt Servt
Chas Wm Flinner
Asst Q Master General

J. J. Mason
Secy of the Navy
Washington

Commr. Skinner - 14 Jan. 45
(returns letter to Messrs. Barings
transg Signatures) -

2

U S S Jamestown Norfolk Jan 14th 1845

Sir

Midshipman William Shark is desirous to be transferred from the St Marys to this Ship, his Father is anxious for the change but feels a delicacy in asking it, Should the application meet your approbation & effected in time, I think it would be advantageous to the Youth as the climate of Africa would be more congenial to his health than that of the Mediterranean

I have the Honor to be
Respectfully Sir your
Obedient Servant
Chas W Skinner

The Hon^ble
J Y Mason
Secretary of the Navy
Washington

S 7376 Jany 16. ad

Norfolk, 21st January 1845

Sir

As it is probable Musicians can-
not be obtained at Madeira (the Frigate United States
is bound to the Pacific Ports) I request authority from the Department
that on the Books of the Jamestown a number
(not exceeding Fifteen) of the rates usually given Musicians
in the Navy -

I have the honor to be
Respectfully Sir Your Obt Svt
Chas W. Skinner
Commanding Squadron
on Coast of Africa

The Hon
J. Y. Mason
Secy of the Navy
Washington

Done 16 Jany 18

1317 Jany 16 Hand

Comm. Skinner Jan 24

to hear Jany 24

$256 Jany 24. Ca

U. S. Ship Jamestown
Near the Capes 25th January 1845.

Sir

We are now leaving the Capes Virginia with a fair wind — The Jamestown short one Lieutenant — It would be advisable to send out in the first Vessel one or two Lieutenants suitable for Sloops of War that may be detached Sloops or other Vessels —

The Erie does not sail in the Ship having been directed to New Orleans, it is my intention to proceed direct to the Cape de Verds unless something should occur rendering it necessary to change my route soon —

The Portsmouth is in company —

I have the Honor to be
Respectfully Sir Your Obt. Servt

Chas. W. Skinner
appointed to Command
Africa Squadron

Hon. J. Y. Mason
Secy. of the Navy
Washington

Copy

U. S. Ship Jamestown
Porto Grande

Sir.

As the U. S. Ship, under your Command is now ready for Sea, you will proceed on a Cruize, touching at Porto Praia, from thence, looking in at Galinas and Cape Mount touching at and Communicating with the Authorities at Monrovia; from thence to Cape Palmas, Communicate with the Authorities there, continue along the Coast as far South as St Paul's de Loando, looking in at every intermediate Point where information may probably be obtained, of your assistance salutary; You will direct your particular attention to Cruizing. During your Cruize, Extend every assistance to American Citizens engaged in lawful pursuits which they may require, and you have the power to grant; Show your Flag along the Shore, that all Nations may see the have a force at hand ready to sustain our Citizens engaged in legal Commerce.

The Sanitary Regulations established by my predecessor are adopted; from our experience on the Coast renders it unnecessary that I should dwell on the necessity of vigilance in observing every precaution necessary to preserve the Health of those under your Command.

In your intercourse with the Subjects of European Governments, or the States, extend to them

their that Courtesy which should always distinguish an American Officer.

As many incidents may occur during the Voyage which it is impossible to foresee, much must be left to your own judgement; in the Exercise of your discretion, you will always bear in mind the honour of your Flag, and the best interests of your Country. In fulfilling the objects of your Commission in keeping a force on the Coast of Africa - 2d - the suppression of the Slave Trade under the American Flag, and the protection of our Commerce, I feel satisfied, your own sense of duty will be a sufficient incentive to its faithful performance.

When the Consumption of your Stores renders it necessary to return to the Coast, touch at Cape Palmas and Monrovia where supplies for Five Weeks may be procured; touch at Sierra Leone for intelligence, thence to Porto Praya, where orders will await you.

I am Respectfully, Sir
Your Obt Servt
(Signed) Chas. Wm. Skinner
Commodore Commanding
U. S. Naval Forces
Western Coast of Africa

To
Commander Chas. H. Bell
Commanding U.S. Ship Cyane

No 1.

Mr Hill Secretary
Sale 2nd Jan 1815

Sir

I have the honor to send that my several
letters (copies of some of which are sent to you
by Mr Hill Secretary to the Treasury) to the
Commissioners for Victualling his Majesty's Navy
[illegible] the Commissioners
[illegible] the Victualling Department
[illegible] the Navy
[illegible] the Victualling Department
[illegible] the Navy
[illegible] the Victualling Department
[illegible] the Navy

no prospect of the Vessels being seen from the Fortress, the Commodore ordered the Signal to be made for the Squadron to prepare for Sea, which was accordingly done, and at 5 P.M. the Squadron weighed and stood out of the Harbour, the Constitution leading, the Congress next, and the Portsmouth last, the Wind blowing fresh at S.W. and the Weather hazy. At 5 P.M. the Commodore made the Signal for the Squadron to prepare to anchor, which was done in the following order, viz.

Sus March 31. Ho

2

U.S. Ship Constitution
Port Praya
1st February 1845

Sir

I do Communicate with you Commencing
the 29th January last, during the Early
part of which I had Light Airs and Calms
with a Current setting to the Eastward,
and the Ship not being Steady, and
Rolling and Pitching very much, Sundry
Articles were Displaced, and Broken, and
the Main Mast was Discovered to be
Sprung in the Step, and Partner, and
the Ship making Much Water, it was
Deemed Necessary to Proceed to Port
Praya for Repairs, and Supplies, and
Arrived on the 30th January, Where I
Found Her Majesty's Ship Dido, and
Sloop Cleopatra, and Portuguese Brig
of War Conceição, and Schooner Vasco
da Gama, and Portuguese Brig of War
Mindello, and Portuguese Schooner
Activa, and Portuguese Brig of War
Maria Segunda, and Portuguese Brig
of War Vigilante, and Portuguese
Schooner Audaz, and Portuguese
Schooner Conde de Lavradio, and
Portuguese Schooner Funchalense,
and Portuguese Schooner Funchal,
and

[illegible] and topsail braces with a fresh nor-west [illegible]
[illegible] and steerage and with the yards [illegible]
[illegible] the Vessels being much [illegible] and Employed
[illegible] a new arrangement - To the Officers [illegible]
[illegible] and Crew become more useful, steady, &c
[illegible] be enabled to work with more ease, but more [illegible]
[illegible] the facility of a Ship, where Officers and Crew [illegible]
[illegible] inspection & Exercise and Employment - & this [illegible]
[illegible] satisfactorily expressed in my Communication [illegible]
[illegible] & the Officers
[illegible] & the Employment, & [illegible]
[illegible] must be considered as proceeding [illegible]
[illegible] on, but as my deliberate, matured, and [illegible]
[illegible] the Squadron, and which I feel it a duty [illegible]
[illegible] in Compliance with your order to report [illegible]
[illegible] present here - The Officers and Crew are well, pleased
[illegible] of their new Ship, and will perform [illegible]
[illegible] all that can be expected from them -

I have the honor &c
Respectfully, Your Obdt Servt
Chas. W. Morris
Commanding U.S. Naval [illegible]
Home Squadron

Hon. J. Y. Mason
Secretary of the Navy
Washington

the Shore Line, & engaged a Pilot to Lieutenant [illegible]
small Bar, intending if the Ship had [illegible]
not stranded, and Charlie aboard, he [illegible]
at once, and Anchor clear of Shoal Water [illegible]
Harbor, made all Sail, steered to [illegible]
by a Pilot selected Commander [illegible]
the Squadron came and off, which [illegible]
carried the Ship in Safety - Whilst running [illegible]
Vessel in the Main Channel [illegible]
other Vessels in the Anchorage, besides steering so much
to avoid [illegible] made necessary to Set it up, & the next
Vessel, the Lead also and Set it up again, the four Operations
required getting of three during the Day and Night
on the Coast, and ever since, the Navigating more [illegible]
have had to bring the Ships and Difficulties [illegible]
Anchorage [illegible] and Channel is well known to Pilots -
Entire attention of the other Navigating Officers [illegible]
Select as the Stations, Days about from [illegible]
Command - Water and Provisions are to [illegible]
Ships to Square and Ready for Sea, [illegible]
made it Clear a Fortnight's Provisions, Water Casks filled,
Ship, Spirits Casks in Depository - Ships Bottoms
to Clean, Sails to Bend, Ships Stock [illegible]
increase the Complement to 240 or 250 Men, as it is
Officers and Seamen Labor, & will require all
most Vessels have - The Complement has the Ships [illegible]
Provisions & Fuel on the Main and Fore Deck, [illegible]
Casks & Tanks, & in the other Vessels [illegible]
Ships, such as Coal, Wood, Water Casks &c [illegible]
Ships, Sails, Rigging, Masts, Yards, Boats &c in Depository; Water,
and Casks &c [illegible] Ship has the Ballast [illegible]
Depository, Spirits Casks, Water Casks &c [illegible]
not Ballast, Provisions, Fuel, Water Casks &c [illegible]
Ship, Sails, Rigging, Masts, Yards, Boats &c in Depository; Water,
and Casks &c [illegible] Ship has the Ballast [illegible]
Depository, Spirits Casks, Water Casks &c [illegible]

No 3

U.S. Brig Somers
Port Praia
15th February 1845

Sir

I have the honor to inform you that on the 15th inst the 20th day after leaving Port Praia on the Island of St Antonio bound to Port Vincent, Cape de Verd Islands, with Port Bomb, and provisions on board for the Squadron, we proceeded to this place and on the 16th after a passage of 22 days, the Squadron being in Port the Vessels sailed on the 20th but sail on that day for the Coast and will there remain the Southern limits of our Cruising ground, visiting the various ports where information can be obtained for our commercial interests benefitted by my presence — In the accompanying Communication of the 1st inst I took occasion to speak of the accompanying Chart, this Brig, I would now call particular attention of the Department to, my subject I expressed my decided opinion sustained by that of Commander Cunningham) that it is necessary to reduce the Lower Gun deck ports to 9 feet, as the Department may remember, the Topsail Yards in particular, leaving the Gallant Yards as they are, I have no doubt this Brig will sail faster especially in strong winds be easier in her working and hull and will be handled readily by her present Complement, this alteration might be effected during the Winter after Coming up from the Unincumbered Cruize which will probably occupy 4 Months, our own Mechanics are sufficient to perform the work which could be done in Port Grande (Isle of St Vincents) at which the best stocked Port among the Islands. Cadiz (a close Port) would be preferable, to go there would not probably

S, R March 31. A

dd June 14

... more time than is usually allowed Vessels o
visit a Port or Cruize on the Coast, as known if ma
of, extraordinary on account of its remoteness from the Statio
& Port Royale will answer the purpose — The Constitu
is a Ship of 3 sails very fast and should be
ved from the extra weight imposed on her by ours,
under existing Circumstances, the Labor bears hard on
Crew and may injure their health as it deprives
of much rest.

In accordance with your orders the
Department shall be informed from time to time
of the movements and Circumstances of the Squad
under my Command and every exertion made t
carry out the views of the Department as expre
in your Cruising instructions -

Respectfully, Sir Your ob
Ser't

Commanding U.S. Naval
Home Squad

Hon. J. C. Mc Kean
Secretary of the Navy
Washington

No 4.

U.S. Ship Lancaster
Callao
19th January 1815

Sir

I am directed to command the Ships and Vessels on this Station and Sir, the Ports of Callao, the Coast South and West, and One hundred Leagues off the Coast of Lima, and I request that You will proceed to Callao, & Stop in the Ports of Ancon, & Chancay, & Supe, & Huacho, & Huaura, & Sherpan, & Casma, & Tortuga, & Samanco, & Guanape, & Chimbote, & Huanchaco, & Truxillo, & Pacasmayo, & Malabrigo, & Pacatnamu, & Sana, & Payta, & Colan, & Tumbez, & Guayaquil, & Puna, & Point Santa Helena, & Manta, & Cape Pasao, & Atacames, & Esmeraldas, & Tumaco, & Gallo, & Gorgona, & Malpelo, & Cocos, & Galapagos, & Plata, & Gallapagos, & Isabella, & Albemarle, & Narborough, & Charles, & Hood, & Chatham, & Barrington, & Bindloe, & Abingdon, & Tower, & James, & Duncan, & Culpepper, & Wenman, & Indefatigable

No 5.

U.S. Ship Constitution
Porto Praya
26th February 1845.

Sir

It has been deemed necessary by the Flee. Surgeon to send to the United States on board the Store Ship Erie, John Mannan (1st Class Boy) who received a Compound fracture of the thigh by a fall from the Main Top Sail Yards — I have therefore directed Lieutenant Turner to receive him on board —

I have the honor to be
Respectfully Sir Your Obt Svt
Chas Wm Skinner
Commanding U.S. Naval Forces
Western Coast of Africa

Hon. J. C. Mason
Secretary of the Navy
Washington

Ans 23 May 184

No 450 March 31

Or & dup
ucke 3 Jun. 1/1.

[illegible]

I have the honor to report for the
General information of the Government that I arrived
at Honolulu the Capital of the Sandwich Islands
on the 7th instant in the Ship Columbia
in 34 days from Hong Kong, & on the 8th
anchored in the Harbor of Honolulu in the
Ship Columbia, & on the 9th I had an audience
with the King & Chiefs, & presented my
Credentials as Commander in Chief of the
Squadron in these Seas, and explained to them
the object of my visit -

On my arrival at Honolulu I found that
Commodore Jones, after having made a
treaty with the Chiefs, (a Copy of which I
have the honor to enclose herewith) had returned
to Mazatlan, & left the Cyane, Capt. Dupont
to protect our Commerce, & to assist the
Consul, & Citizens, in case of necessity

temperature in the Cabin, not reached, between 84° and 86° Fahrenheit, the Typhoon season is Commencing, we have already experienced several, accompanied by Severe Lightning and heavy Rain, but not much Wind -

The Officers and Crew so far enjoy good health and spirits, although from the great disproportion existing between the Size of the Ship, and the number of her Crew the Cabin is far greater than in Small Vessels, where Men and Cabs correspond with the size and Complement of the Ship -

Should the Typhoon Season arrive, we will - I have visited her, and find her in good order -

I have the honor to be
Respectfully Sir, Your Obt Servt
Chas Wm Skinner
Commanding U.S. Naval Forces
Western Coast of Africa.

Hon S. J. Mentz.
Secretary of the Navy
Washington.

Jack Plane 1/1.

S 183 May 28. Al

U.S. Ship Jamestown
Mermaids Road.
8th March 1845.

Sir

Since my Communication of the 4th Inst. I
received information that there are Six American Seamen
at this place formerly Composing the Crew of the American
Schooner Manchester recently wrecked at Cape Blanco, upon
Examination of these men I learned one was the Master of
the Vessel at the time of her loss, (the original Master who
bought her from the United States and is Now at Rio Pongos)
I was also informed by them that the Manchester was owned
by Morgan & Gordon of Portland, and St. Faber with whom
she is in her as Supercargo, but in the protest made at Cape
Mount which I examined, he signs himself a passenger)
that he now has her Papers on board & that said Faber
said Faber is a Slave Dealer and has a Factory at Rio Pongos,
that he recently shipped a Cargo of Slaves on board the Schoo-
ner Hero of New Orleans to which there were two of these men
belonged, but were discharged previous to sailing for Slaves
on board, and shipped on board the Manchester, the Hero
was taken by Cruizers, it is believed a U.S. Schooner Cyane
the Slaves were put on board at Pongos by William Faber,
Brother to said P. Faber, the Hero was Commanded by one
Peterson, she cleared from New Orleans for St Thomas, put
into Havanna and sailed thence for Rio Pongos, there for
their Cargo she now in the River at that River, they
also say that there are 400 Slaves at Rio Pongos ready for shipping
that the American Schooner Spitfire of New Orleans Comman-
ded by one Lowry is now there, that part of these Slaves are
to be put on board of her, and that the said Schooner they
believe is a Slaver & the Manchester was one the Ves-
sels seized some time since at Boston on suspicion of

being engaged in the Slave Trade.

Under these Circumstances I thought it advisable to order the Neptune up to the Rio Pongas to ascertain the truth of these Statements, should the proofs be such as to leave no doubt on his mind that she is an American and engaged in the Slave Trade I have directed him to Capture her - & have advised Commander Bruce to act in Concert with any one of the British Steamers of the Sierra Leone division he may fall in with off the Rio Pongas and Cautioned him to be Circumspect in the Management of an affair involving some delicacy -

It appears from such information as I can obtain on the Coast, that the American Flag is sometimes made use of, as a protection, up to the time of embarking the Slaves, the American Papers and Colors are then sent on shore, Spaniards or other Foreigners take possession, and substitute their Papers and Colors - I think it probable the Manchester was designed for such transformation & I shall make every Exertion, and use every stratagem in my power to frustrate the plans of American Slave Dealers (should any be on the Coast) and bring the offenders to justice. The British Commodore showed us his Colors, and passed to Leeward a few days since, he has his Pennant on board the Penelope Steamer.

It is my intention to sail to day or to-morrow to Leeward, touching at all points of interest along the Coast as far South as the Southern limit of the Station and farther south should it be necessary -

I have the honor to be
Respectfully Sir Your Obt. Servt
Chas. W. Pickering
Commanding U.S. Naval Forces
Western Coast of Africa

Hon.ble J. Y. Mason
Secretary of the Navy
Washington

No 8

N. P. Hyde Esquire
Cape Palmas
10 October 1845

Sir

I am directed by the Board of Managers of the Protestant Episcopal Missionary Association to the Dioceses of Connecticut & New York to inform you that the Board have determined to withdraw the Mission from Cape Palmas, and to direct the Missionary Bishop to take measures for the removal of the Mission to some other place on the Coast of Africa, that may be selected by the Bishop, that the Board will appropriate by the Income of the Legacy, the sum of one thousand dollars annually for the support of a Missionary to be selected by the Bishop, and that the Board will appropriate the sum of Two hundred dollars annually for the support of a Schoolmaster to be selected by the Bishop, to be employed in the Mission, and that the Board will appropriate the sum of Two hundred dollars annually for the support of a Schoolmistress

...ng at the United States. It is apparent to a super-
...ficial observer that the Squadron along the Coast stands in
...need of our Vessels. That the interest manifested in the
...success of our Commissioners and Citizens employed in
...their vocations, the prompt manner in which they were
...assisted on their first arrival, and the act of Kindness
...so acknowledged, has had the effect of endearing the
...American character to them and the Citizens of our
...Country; but the time necessary expenses and active
...energies necessary for the protection of a
...Ship of war, are great and repeated -

On the subject of the Slave
...Trade many the American Ships any information is
...equally unsatisfactory in the Generality; it is said and
...I think with probability, that American Ships are
...sometimes used as a protection to Vessels solely by Ameri-
...cans & Foreigners, but believed at the moment the
...Slaves are ready for embarkation & the time of transfer
...effected, is the time most favorable for an escape from the
...violence of the Cruizers; this was done in the case of
...the Spanish Brig of New Orleans recently at Rio
...Pongo, and will be probably attempted by the Portuguese
...Brig Louisa at the same place, unless prevented by the
...Capture of such Vessel ordered to Cruize for that purpose

I have endeavored to discover the truth of
...these reports, and if true the extent of the practice, and the
...best means of preventing their recurrence & I hope experience in
...this service will enable me to impart information on these sub-
...jects, of more distinct, and definite character, and on which
...the Government may, should it be advisable, take action -

I have the honor to be
Respectfully Sir Your Obt Svt
Edw. A. Montgomery
Commanding U.S. Naval Forces
Western Coast of Africa

Hon. J. Y. Mason
Secretary of the Navy
Washington

Feb 14.

1202 June 5 Ad

No 9.

At Anchor
off Cape Palmas.
17th April 1845

Sir

I have the honor to inform you that on the 15th Instant, we anchored off Cape Palmas, and the next day at Sinou (Grissoum Station) Mr Payne and the Revd Mr Lewis went on shore & returned on the 18th, the Revd Messrs Wilson & Pelle, accompanied Mr Cate Palmas, who landed & took Command Grissoum who came on board on Sunday the 20th Instant, and entered into a Treaty of Peace in the Presence of the Captains of the Vessels, but that a Sanguinaw war was raging between the Savanah People, and those of Half Cavally and River Cavally, within twelve Miles of the Cape, which interrupted Intercourse with the Coast, & was likely to last & should not as Mediator between the belligerents, endeavour to restore peace, to which to an act of Humanity, & readily assented, the more cheerfully, as an Opportunity offered to send Missionary family resided at Half Cavally, in the centre of the Contending parties - At Cape Palmas, I received the Letter of Commander Bell of the Yorktown, dated 26th February, at Sea, all well; he was to sail on that day for the Gambia -

On the 17th sailed from Cape Palmas, and anchored the same night off the Town and Mission House at Half Cavally; next morning, dispatched a Canoe with a Note to Mr Payne, and on return, had the satisfaction to find the Missionaries were well, and felt

[illegible] [illegible] [illegible] [

to Gibraltar touching at intermediate places, at St Pol, to last Evening off Tangier, and made sail to the Eastward and Westward.

From the 3d to the 15th experienced moderate calms and Squalls, attended with much Rain, Thunder, and Lightning, on the 16th made Cape Palmas, at 5 P.M. anchored. An American Barque laying here, bound to the United States, gives me an opportunity of forwarding this, with other Communications, and duplicates of those forwarded from Monrovia. We have since leaving that place, coasted along a distance of fourteen Hundred and fifty Miles, and returned to this place, where Numbers are still perishing the Ship has not been idle. The Officers and Crew are in good health, though they have been exposed to much rain; they are, however, somewhat debilitated by the heat of the Climate. My stay here will be short. I propose touching at Monrovia, fill Cabour water, and proceed to Porto Praya where I hope to receive intelligence from the United States.

I have the honor to be
Respectfully Sir Your Obt Servt
Chas W. Wm Skinner
Commanding U.S. Naval Forces
Western Coast of Africa

Hon. J. Y. Mason
Secretary of the Navy.
Washington

Adk. June 14

203 James Dix

15

U. S. Ship Jamestown
Valparaiso
12th March 1845

No 10

Sir:

I have the honor to forward herewith the Muster Rolls of the Officers and Crew of this & the Ship Preble up to 28th February last.

I have the honor to be
Respectfully Sir
Your Obt Servant
Chas. W. Skinner
Commanding U. S. Naval Forces
Western Coast of Africa

Hon. J. Y. Mason
Secretary of the Navy
Washington

U. S. Ship Jamestown
Porto Praya
12th May 1845

No. 11.

Sir

I have the honor to forward herewith, the Quarterly Report of punishments inflicted on board the U. S. Ship Preble for the Quarter ending 31st March 1845.

I have the honor to be
Respectfully, Sir
Your Obedient Servant
Chas. Wm. Skinner
Commanding U. S. Naval Forces
Western Coast of Africa

Hon. J. Y. Mason
Secretary of the Navy
Washington

No. 278 June 18

Comm'r Skinner ... May 1

U. S. Ship Jamestown
Porto Praya
12th May 1845.

No 12.

Sir,

I have the honor to forward herewith, the Quarterly Report of punishments inflicted on board the U. S. Brig Truxtun for the Quarter ending 31st March 1845.

I have the honor to be
Respectfully, Sir
Your obt. Servant
Chas. Wm. Skinner
Commanding U. S. Naval Forces
Western Coast of Africa

Hon'ble J. Y. Mason
Secretary of the Navy
Washington

S. 282 June 18. Ex

U. S. Ship Jamestown
Porto Praya
12th May 1845.

No 13.

Sir

I have the honor to forward herewith the Quarterly Report of Officers attached to the U. S. Ship Preble for the Quarter ending 31st March 1845.

I have the honor to be
Respectfully, Sir
Your obt. Servant
Chas. Wm. Skinner
Commanding U.S. Naval Forces
Western Coast of Africa

Hon. J. Y. Mason
Secretary of the Navy.
Washington

Ex
No. 229 Series 18 — 46

U. S. Ship Jamestown
Porto Praya
12th May 1845.

No 14.

Sir,

I have the honor to forward herewith, the Quarterly Report of punishments inflicted on board this Ship, for the Quarter ending 31st March 1845.

I have the honor to be
Respectfully, Sir
Your Obt Servant
Chas Wm Skinner
Commanding U.S. Naval Forces
Western Coast of Africa

No 230 Issued 18-

To
The Hon'ble Secretary of the Navy
Washington

5 Dec June 18

No 15.

26 Sick Quarters
Port Praya
16th May 1845

Sir,

Since my communication of the 14th Inst from Cape Palmas, I informed you that on the 15th inst we should be ready; after Communicating with the Governments, and learning all we could, and if peace had been restored among the Natives, weighed, and sailed on the 16th for Monrovia, where we arrived on the 22d & finished our Wood and Water, and took on board some Cattle & Provisions -

On my arrival at Monrovia on the 2d Inst I found in Store upwards of Forty Eight Thousand (50,000) pounds of Bread which had been landed during the preceding August; before I visited the Governor, I directed the Purser to take on board a full supply, and left orders with the Yorktown to do the same on the arrival - On my recent return to that place, I caused the Bread to be examined, and found much of it in a miserable condition; I directed a quantity to be selected and passed through the Oven, which succeeded, by killing the Insects, and drying the Bread, still under it eatable - As time pressed, and I was anxious to be at the Rendezvous (Port Praya) in anticipation of meeting the Ship expected from the United States, and feeling unease at the non-appearance of the Peole, & left orders for Commander Bell on his arrival, which was daily expected, to have the entire ano

1285 June 19. Horn

tity carefully surveyed; the portion unfit for use disposed of at public auction, by the Naval Storekeeper, according to the prescribed forms in such cases; that which could be preserved by the drying process, reserved, and used first - I propose, in future, in order to prevent loss, to deposit at Monrovia a quantity of Stores not exceeding four months for a a sloop of War which will be held in readiness for the Vessels Cruizing to Leeward, on their return up the Coast; this arrangement will enable them to protract their cruize, and prevent long storage, in this climate, so destructive to articles of provision -

Sailed from Monrovia on the 27th April, and arrived here on the 11th Inst - On anchoring, I received Reports from Commander Bruce of the Saratoga, and Commander Preble of the Preble; it appears the latter Vessel, without the Command nearly one month sooner at the Islands than the time prescribed by Commodore Perry, had not denied the anticipated benefit - I enclose a Copy of Commander Preble's Report and the opinions of the Medical Officers which induced him to return to the North - It is established by experience, that persons attacked by the disease of this Coast require an entire change of Climate to recover from the Effects on the Constitution - The Saratoga has also gone to Windward, to recruit from the Effects of an arduous Cruize, and will return, on or about, the 15th June - There is at present, but one Vessel, the Portsmouth, on the Coast, and I expect her here daily, as the limit of her Cruize has expired - The arrangement I had made to keep two Vessels Cruizing on the Coast at the same time, has been frustrated by the inability of the Preble to comply with any orders left for her at this place in February last, and the non-arrival of the Vessel expected from the United States - The order to Commander Preble contained this Clause "if in the opinion of yourself and Surgeon it can be done without great danger and risk to the health of yourself and those under your Command" which was inserted in Consequence of her sickly Condition -

From the time we arrived in this Ship at Cape Mount on the 1st of March last, until within a few days, we experienced a succession of Tornadoes with the usual accompaniments of Thunder, lightning and torrents of rain; in Consequence of which exposure, the health of the Officers and Crew has been considerably impaired - Altho' we have not had many severe cases of Fever, debility and affections of the stomach prevail more or less throughout the Ship - Lieutenant Hartstene a most indefatigable and valuable officer has been off duty for some time, and will, it is feared, be compelled to return to the United States - My own Health which has not been good for several years has suffered materially; I trust however, a Cruize to the Islands, which I contemplate so soon as the necessary arrangements can be made, after the arrival of the additional Vessel from the United States, will so far restore the health of the officers and Crew as to enable us to Cruize actively on the Coast for some time, much to being relieved - It is the general opinion of Medical Men, as well as others acquainted with the Climate, Confirmed by my own experience on a former, as well as the present Cruize, that Ships should not be kept on this Station more than 12 or 15 months; the Constant excessive heat and heavy rains enervate those exposed to their Effects, more than Three Years service on any other Station - On this Coast, there are no Ports where Ships can lay at ease; all are open Roadsteads, where neither Comfort or recreation on shore may be had - - -

duty on the Coast of Senegal; the portion must prove detained at Gorée under quarantine, if the Naval Hospital, according to the Law, can receive them, in such cases; that which could be performed by the ensuing process, severely, and would subject, if proved, to a fine not to exceed two months pay of the Vessel which will be held in readiness, for the vessels returning to Senegal, on their return up the Coast; this arrangement will enable them to extract their cargo, and discharge ballast, in the Harbour, so destructive to articles of merchandize.

Sailed from Monrovia on the 2nd April, and arrived here on the 11th Inst - On arriving, I received Reports from Commander Bruce of the Spartan, and Commander Preble of the Preble; it appears the latter Vessel, although she remained nearly one month longer at the Islands than the time prescribed by Commodore Perry, had not denied the anticipated benefit - I enclose a C. S. of Commander Preble's Report and the opinion of the Medical Officers which induced him to return to the North - It is established by experience, that persons attacked by the diseases of this Coast require an entire change of climate to recover from the Effects on the Constitution - The Spartan has also gone to Windward, to recruit from the effects of an arduous Cruize, and will return, on or about, the 15th June - There is at present, but one Vessel, the Portsmouth, on the Coast, and I expect her here daily, as the limit of her Cruize has expired - The arrangement I had made to keep two vessels Cruizing on the Coast at the same time, has been frustrated by the inability of the Preble to comply with my orders left for her at this place in February last, and the non-arrival of the Vessel expected from the United States - The order to Commander Preble contained this Clause "if in the opinion of yourself and Surgeon it can be done without great danger and risk to the Health of yourself and those under your Command" which was inserted in Consequence of her sickly Condition -

From the time we arrived on the Ship's Station Mount on the 1st of March last, until within a few days, we experienced a succession of Tornadoes with the usual accompaniments of Thunder, Lightning and Torrents of Rain; in Consequence of such Severe, the Health of the Officers and Crew has been considerably impaired - Altho' we have not had one dangerous case of Fever, debility and affection of the Stomach prevail more or less throughout the Ship - Lieutenant Hartstene a most indefatigable and valuable Officer has been off duty for some time, and will, it is feared, be Compelled to return to the United States - My own Health which has not been good for several years has suffered materially; I trust however, a Cruize to the Islands, which I contemplate so soon as the necessary arrangements can be made, after the arrival of the additional Vessel from the United States, will in part restore the Health of the Officers and Crew as to enable us to Cruize actively on the Coast for some time, invariably to being relieved - It is the general opinion of Medical Men, as well as others acquainted with the Climate, Confirmed by my own experience on a former, as well as the present Cruize, that Ships should not be kept on this Station more than 12 or 15 Months; the Constant excessive Heat and Heavy Rains enervate those exposed to their Effects, more than Three Years Service on any other Station - On this Coast there are no Ports where Ships can lay at ease; all are open Roadsteads, where neither Comfort or Recreation on Shore may be had - - -

Copy.

U. S. Ship Preble
Porto Praya
26th April 1845.

Sir

I have the honor to inform you, of my arrival at this port, this day, from a Cruise to windward, and last from Porto Grande. I prolonged my stay beyond the time allowed by Commodore Perry, in consequence of the strong recommendations of the Medical Officers of this Ship, as well as from a sense of its propriety and necessity. Copies of these letters marked Nos 1, 2 & 3 are herewith enclosed.

On my arrival here, I was handed by our Consul a letter from Commodore Perry, enclosing his genral order No 22, and also your Circular respecting drilling, both of which I read on the quarter deck of this Ship, in presence of the officers and Crew, according to orders. Your order of the 19th January, was also handed me, directing me to proceed to Leeward "if in the opinion of myself and Surgeon it could be done without great danger and risque to the health of myself and those under my Command". On the receipt of this order, I immediately addressed a letter to the Medical Gentlemen of this Ship and the Preble, which (marked No 4) with their duplicate reports (marked No 5) and a subsequent letter from Dr. Kellogg (marked No 6) are herewith enclosed for your information. My own opinion coinciding fully with these gentlemen, I have felt it to be my duty to leave Ria - for the North, where I shall remain until your return from the Coast, when I shall join

The Squadron at present consists of this Ship, 22 guns; Yorktown, 15, Preble 16, Preble, 10, leaving a deficit of 10 guns to make up the number required by Treaty. The Preble, owing to the sickness which prevailed on board to a great extent, will not be an efficient Vessel on the Coast, and should, in my opinion, be relieved forthwith, as expressed in my Communication to the Department under 1st February last; that opinion, which coincided with Commodore Perry's, was adopted from the representation of that officer, who had a full knowledge of her condition, at the time she sailed for the Islands - - - - Commander Bruce forwarded me a Copy of the report made to the Department giving an account of the Capture of the Spitfire Slaver, I am very apprehensive unless her former Crew are kept armed, they will recapture the Vessel; in his report to me, he states they were sent home as passengers. He sent also in her the Crew of an American Schooner wrecked at Cape Mount. I directed him to take those men off the Coast, and land them whenever they could find a passage to the U.S. That Schooner the Manchester, was without a doubt on my mind, designed for the same infamous traffic -

The Squadron is very short of Lieutenants, Preble One, Yorktown One, this Ship but Three on duty; the officers suffer more than the Men, as they are more exposed to Sun and Rain they can permit the Crew frequently to shelter themselves, whilst their duty compels them to look out Continually during the Watch -

The force I have under Command will be employed to the best advantage, in fulfilment of the orders of the Department.

and June 18

I have the Honor to be
Respectfully Sir Your Obt Servt
Chas. W.m Skinner
Commanding U.S. Naval Force
Western Coast of Africa

To the Hon.ble Secretary of the Navy
Washington

Puerto Grande, should no change for the worse, take place amongst the officers and Crew of this Ship -

Without intending the slightest disrespect to Commodore Perry, for whose kindness to us in our present distress, I shall ever retain a lively and grateful recollection, I trust I may be permitted to say, that it would have been infinitely better for the interests of the Government, and the health of the Crew, had the Ship been sent directly from Porto Grande to the United States. She might, in that case, have dispatched her sick in the Hospitals, obtained a new Crew, and returned to the Station in less time than it took her to perform her Cruise to Madeira, without any beneficial effects resulting from the latter -

In Conclusion, Sir, I give it as my decided opinion, that this Ship will be of no more service as a Cruiser on this Coast, until she can obtain an entire new Crew, of men who have not the seeds of that scourge the Africa Fever ready to sprout out on the slightest exposure - And I feel compelled to make this statement, as I am, myself exceedingly desirous of remaining out until the termination of the Cruise -

With many thanks for your good wishes, and my sincere hope, that you and your Ship may be preserved from this pestilence,

I am Sir
Very Respectfully
Your Ob't Sert.
(signed) Thos M. Freelon
Commander

Commodore Chas H. Stewart
Commanding U.S. Naval Forces
Western Coast of Africa

No 1

Copy.

2

U. S. Ships "Pickle"
Quarantine Ground
Gibraltar.
11th March 1845.

Sir,

Having been informed by Lieut Pickering the Executive Officer of this Ships, that you are desirous to have my opinion as to the necessity of remaining longer in this Port than the time allotted by Commodore Berry, I have the honor to make the following statement

Upon my first Visit to Porto Praya, St. Jago, the Surgeon of this Ship informed me that the object of the Ship being ordered on this Cruise was to try the effect of a change of air in restoring the health of those who had suffered from the African Fever, and he was also to grant to the Crew the relaxation and indulgence of a few days on Shore. During the boisterous and unpleasant passage from Porto Praya to Madeira, numerous instances of relapses of fever occurred among the Officers and Crew, owing to the wet and uncomfortable condition of the Ship - These attacks, although not dangerous, were very obstinate, and difficult to remove, and very liable to return on the slightest exposure -

This disposition to relapse, to characteristic of the African-Coast Fever, continues for a long time, and requires for its complete eradication a change of climate - To judge of the effects of this change of climate, at least two months would be absolutely necessary - The un-

Copy.

(No 2)

U.S. Ship Preble.
Palmas.
11th March. 1845.

Sir,

22

In obedience to your order (thro' Lieut. Pickering) as to my opinion of the necessity of remaining in this port for a longer period than that allotted by Commodore Perry — I have the honor to make the following statement.

That in addition to the reasons urged by Dr. Kellogg, I would recommend our remaining here, from the belief, that it will prove beneficial to your own health, which has suffered at sundry times since leaving Porto Praya - The pure air, and healthy climate of these islands will have a great tendency to prevent a recurrence of the attacks of Intermittent Fever, which have been the result of the attack of African Fever which you experienced at Bissao

Very Respectfully
Your Obedient Servant
(Signed) Jn. Hamilton
Assist. Surgeon

To Commander Thomas. W. Freelon
U.S. Ship Preble

=pleasant detention of a ten days quarantine, a Circumstance which could not have been anticipated by the Commodore, completely nullifies in fact the object of the Cruize, by preventing the Crew from receiving that liberty which they have not had since the Ship left the U States, and which in my opinion is of the greatest importance to them both physically and morally - Should the Ship proceed to Porto Praya at this time, it would probably be necessary to invalid and send to the U States a Considerable number of the Officers and Crew, who, by a longer stay in this healthy climate might be completely and entirely restored to Health - If we should be ordered to the Coast of Africa in the present enfeebled Condition of the Crew, and in the rainy season, now Commencing, there is very probability that the large sick list would compel us to return again to the North, under much more unfavorable Circumstances, than at present -

Another important reason for remaining longer, is the absolute necessity of procuring supplies of Medicine &c which could not be obtained in Madeira, unless at very extravagant prices - Taking all the above Circumstances into Consideration, I am of opinion that the Ships should remain here at least from 15 to 21 days, if, in your judgement, you may deem it advisable -

I am Sir
Very Respectfully
Your Obedient Servant
(Signed) S. Wilson Kellogg
Surgeon

To Commander Thomas. W. Freelon
U.S. Ship Preble

(Copy)

(No 3)

U. S. Ship "Preble"
Santa Cruz
Teneriffe
8th April 1845.

Sir,

I have the honor to inform you that although the general state of the Officers and Crew of this Ship is evidently better than at the date of my letter of the 11th of last Month yet the large Sick list and the debilitated condition of a large Majority of those who have suffered from the African Fever render a longer stay in a Northern climate not only prudent, but, in my opinion, advisable.

There are upon this days sick report Seven Cases of the Intermittent Fever upon this Fever all Antifebrile medicines appear to have a temporary influence only, and the only permanent Cure in my opinion is change of climate. To try, by Study the influence of this change at least two months would be absolutely necessary as I have stated in my previous letter.

Taking these Circumstances into Consideration I would respectfully suggest the propriety of remaining in a Northern climate as long a time as possible.

I am Sir Very Respectfully
Your Obedient Servant
(Signed) S. Wilson Kellogg
2d Assist Surgeon

Commander Thomas. W. Freelon
U. S. Ship Preble
Santa Cruz. Teneriffe

(No 44)

(No 44)

U. S. Ship Peacock
at Sea
21st April 1845.

Gentlemen,

You will be pleased to convey to the Officers and Crew of his Ship under your Command the sincere pleasure with which I ascertained whether they are in a fit condition to go on the Coast at present, "without great danger" and risque to the health of myself and those under my Command, and to report to me your opinion in writing as early as practicable -

Also, such other recommendations in relation to the health of the Officers and Crew, as, in your opinion, may be proper -

I am, Gentlemen,
Very Respectfully
Your Obdt Servt
(Signed) Thos. W. Freelon
Commander

Dr. Asst. Surgeon S. Wilson Kellogg.
" " " " " " Wm. Holmes U.S.N. Purser
Asst. " " " James Hamilton

24

Copy

(No 5)

U. S Ship Preble
Porto Praya
21st April 1845

Sir

In obedience to your order of this date we have given to the officers and crew of this Vessel, who have disembarked from African Fever, as strict and examination as Circumstances will admit -

We are of opinion that restoration to perfect health in such cases, is very rarely to be expected, while the person affected, continues exposed to the exciting causes of the fever - As a general rule, it is found that slight exposure is sufficient to produce a relapse, and it is therefore probable that the officers and Crew will suffer from intermittents -

Ascending rivers during the rainy season which is just Commencing, will be, we think, almost certain to produce severe and probably very fatal diseases, on cruising off the Coast, intermittents only, are usually observed -

We are of opinion therefore, that "danger and risque to the Health" of yourself and those under your Commands "will probably be incurred in visiting the Coast of Africa: to what extent, experiment only can decide -

We are Sir Very Respectfully
Your Obed[t] Servants
(S. Wilson - Surg[n]
Asst Surg[n] U.S.N.
Silas Holmes
Pass[d] Asst Surg[n] U.S.N.
Jno Hamilton
Asst Surg[n] U.S.N.

To Commander Jno[s] M. Piercon
U.S. Ship Preble

Copy.

(No 6)

H.M.S. Hope
Port Essa
22nd April 1845.

Sir,

In addition to the letter of Assist Surgeon Holmes, Assist Surgeon Hamilton, and myself dated yesterday, I feel it a duty I owe to the Officers and Crew of this Ship, as the Senior Medical Officer, to inform you that I am decidedly of opinion that this would incur a great risk of injury to their Health in their present enfeebled and debilitated condition, should the Ship proceed to the Coast of Africa during the rainy Season, and, that a return to the Northern latitudes (if practicable) would prevent a renewal of disease, and contribute very essentially towards their restoration to health. Experience has convinced me that a perfect Convalescence from the African Fever must be the work of time, and a healthy climate, and fresh provisions likewise are very necessary as adjuvants.—

Most of those at present on the Sick List, are suffering from the sequela of the fatal epidemic with which we have lately been visited. I must further state that there are a large number, almost daily complaining of loss of strength and appetite, impaired digestion, bowel Complaints, Headaches, rheumatic pains &c &c for which they are taking medicine although

not in the Field duty.

I see no reason to induce me to change the opinion I have heretofore expressed, that a Northern climate would contribute more to the restoration of the health of the Officers and Crew than all the Remedies in the Books.

I am Sir
Very Respectfully
Your Obed.t Servant
(Signed) F. Wilson Gerlogg
Asst. Surgeon
U. S. Navy.

To Commander Thos. H. Patterson
U. S. Sloop Portsmouth

No 16

27

U.S. Ship Swatara
Port Praya
16th June 1865.

Sir

I have the honor to forward a Communication from Commander Fabius Caffin for action in relation to certain Seamen said to be Deserters from an American Whaler; also the Copy of a letter from the United States Consul at Tenerife upon which it appears their detention on board the Peeble was based, with my decision of the case, in the Department which I trust the Department will Concur in.

I have the honor to be
Sir
Your obt Servt
Chas. Wm Flusser
Commanding U.S. Naval Forces
Western Coast of Africa

To
The Hon. Secretary of the Navy
Washington

U. S. Ship Saratoga

Cape Palmas

7th June 1860.

Sir,

I have the honor to inclose you a Copy of a letter from Joseph Dalton Esq HM Consul for the Gambia, Liberia &c relative to the Seizure of the Merchant Barque Ann Maria by the Steamer Torch and to request your action upon the subject; also a letter addressed to the Hon'ble James Buchanan which was to be forwarded at the time the Ann Maria should be delivered to the Civil Authorities of the U. States.

I am Sir
Very Respectfully Yr Obt Svt
(signed) Thos W. Freelon
Commander

Commodore Chas. W. Skinner
Commanding U. S. Naval Forces
Western Coast of Africa.

28

Copy

Capt Crocker
23d Jan 1845.

Sir,

I have instructed Mr Charles
D. Bruce Agent at Santa Cruz, to draw upon
you for the wages of Seamen at present under arrest on the
Charge of Piracy, deserters from the American
Whaling Vessel Mattapoisett, Captain Henry Seaman,
belonging to the Port of Mattapoisett Massachusetts.

These Men are occasioning Expense
to the United States, and no suitable opportunity of
offering to send them home direct, I am therefore
under the necessity of Committing them to your charge.
- also the enclosed dispatch to the Honble James
Buchanan, Secretary of State

I have the Honor to be
Respectfully Sir Your Most Obt Svt
(Signed) Joseph Cullen

Names of the Men.

Joseph Blackhall, Glasgow Scotland.
Thomas D. Abbot Connecticut
Henry Seaman New York. } United States
Gilman Sise Rhode Island
Manl Rodigues alias Ruiz, Lisbon Portugal.

To Henry Bruce Esq
Commanding U.S. Brig Truxtun
Santa Cruz.

57

Copy.

U.S. Ship Jamestown
Porto Grande
9th June 1845

Sir

I received your Communication of the 5th Inst enclosing the copy of a letter from Joseph Curtin esq. informing me, as American Consul for the Island of St Jago, in relation to certain American Seamen said to be deserters from an American Whaler, and transferred to Commander Bruce of the Preble under your Command.

It appears to me from the Consul's letter, that these men were merely sent on board the Preble to avoid the expense which they are incurring to the United States; they are not charged with any Crime except that of desertion, nor does he say any thing of delivering them to the Civil Authorities of the United States. The mere Crime of desertion from a Merchantman does not authorize their being confined to a Vessel of the United States, and unless there is something more than the Consul's letter on the subject, to justify their detention, they must be permitted to leave the Preble at pleasure. As your Vessel will return shortly to the United States, you are authorized to allow them to work their passage, or should they prefer shipping, as you are short of Complement, you can enter them for the residue of your Cruize.

I am respectfully Sir
Your Obt Servt
(Signed) Chas Wm Skinner
Commodore Commanding
U.S. Naval Forces
Western Coast of Africa

To Commander Thos W. Taylor
Commanding U.S. Ship Preble

30

No 17.

U S Ship Jamestown
at Sea.
20th June 1815.

Sir,

I have thought it a duty I owe to the Department with my views in relation to the Squadron employed in the East of Africa, (as I shall under my Command) and in doing so, I would in the first place advert to the importance of selecting a class of Vessels, the best adapted to the purpose for which they are designed, namely, the suppression of the Slave Trade under the American Flag; and the protection of our Commerce and Citizens Engaged in Lawful pursuits — As to the number, I deem to be prescribed by the Treaty to be Eight, I am of opinion, that to attain the greatest efficiency, this number should be divided in such a manner Vessels as may be suitable rate to Cope, (in case of need) with any Slaver they might fall in with on the Coast, and to this end, our Ten Gun Brigs are all sufficient, and for the protection of Commerce quite as efficient as the Sixteen Gun Sloops — By this change, the Squadron would consist of Six Brigs, Ten Guns each 60, and the Flag Ship 20, which would make up the Complement; by this dividing the force, we could always keep at least Four on the Coast, and sometimes Five, with One up at the Canaries recruiting, and another going over to the Coast, to take the place of the one coming off

... from the Channel, where Cruize had terminated —
"The Sixteen, 10 guns, not on this Station, I consider as efficient as any Vessel of the Squadron;
Small Vessels are as liable as large ones, and should
one become visible, the Blockade of the place would
not be so sensibly felt — It is important that our
Flag should be frequently shown along the Coast,
and with the Number of Vessels alluded to, it would be
seen at all the important points every six days —
All, which is respectfully submitted —

I have the Honor to be
Respectfully, Sir,
Your Obedient Servant
Chas H. Wm Wilkes
Commanding US Naval Forces
Western Coast of Africa

The Hon. Secretary of the Navy
Washington

No 18

U. S. Ship Jamestown.
Palmas Grand Canary
31st July 1845.

Sir,

I have the honor to enclose the Copy, (marked A) of a report from Lieut Commandg Master of the American Barque Alabama, under date 29th, complaining of treatment received from the Officers of H.B.M. Brig Alligator, also a Copy, marked B, of the Communication of the British Commissioner on the occasion and his reply, (marked C) with accompanying documents.

The circumstance to which Lieut Dashiell alludes, as the one "that could justify them in any way," was the sale of the Brig, the "Hannah," to Slave dealers, a transaction well known on the Coast, and which was conducted in such a manner as to throw the British Cruizers completely off their guard. She had been well known as a fair trader, came up to Cape Mount, as usual, under American Colors, pilot came off, and boarded & until the Lieutenant Midshipmen arrived to take an armed Prize, when the American Flag was hauled down, and she sailed without exciting any suspicion whatever. This incident occurred prior to my taking Command of the Station, but is much spoken of and reprehended, and although Captain Conkling

To The Honble George Bancroft
Secretary of the Navy
Washington

The Records of the Department
of the Navy

[illegible] [illegible] [illegible] [

A

Copy

American Bark Madonna of N. York
Mesurado Road April 23 1845

To Commodore C. W. Skinner
Commander in Chief of U.S.A Forces
in Western Africa

Respected Sir!

It has at last after a space of more than 14 years trading on this Coast become what I conceive my duty in making this report to you. Respecting the conduct of the Boarding Officers of a Brig said to be her Britanic Majesty's Brig Lilly - The circumstances are these, and if you remain respected Sir for me to judge how far I am justified in doing so - On Saturday April 12 at about 1 P.M. we weighed our Anchor in this Bark and got underway from Grand Bassa on our way to Sinoe. Settra Kru and Cape Palmas; a little after 2 o'clock P.M. a sail was spied on our weather bow, the Wind from Westward and we had Starboard tacks on board; we made her out directly to be an armed Brig bearing the American Flag - I then stood directly for her supposing her to be one of our armed ships - I was soon satisfied in my mind that she was not an American Built and that she was merely disguising herself with the American Flag. at 2.40 P.M. we hauled up our Courses and hove the Bark to, she then came rushing by us without stopping his way and owned what Bark it was, He was prompted and Manned (The Madonna) our own American Ensign flying at the gaff end - I asked what Brig it was and was answered I would have a boat sent on board of me - She then squared too on the opposite tack to me still having the American Flag flying; after some minutes

had sighted I saw a boat coming from her having no flag flying on it, when the boat got about twenty yards of us, the British blue ensign was hoisted on board of the Brig and the American pendant lowered - I then hailed the Boat and requested to know what Boat she was - I was then very promptly answered that the Brig was Her Britanic Majesty's vessel of war Lilla the boat then was allowed to come alongside and the officers to come on board of the Bark; there were in number three officers and one Seaman that boarded and several of the Boat's crew came hanging about our rail - one of the officers as soon as he came on deck demanded to see my papers; I asked them in my Cabin where I had a couple of Lady passengers and asked them to be seated (but I for the first time in my life saw the ungentlemanly conduct of men terming themselves British officers. They would not be seated) while I opened my Bureau to get my Papers but was rushing into my State Room keeping close to my heels, two of them done this while the other one officer and one Seaman remained on the deck, my register was produced it was look'd at by one of the officers & said to be all right, but positively in my own mind I do not think he knew wether it was or not, they then came on deck, from the Cabin, they thought we had too many on board and seemed to hesitate in leaving the Ship - I then said Gentlemen I am in a hurry, you are on board of a fellow Countrymen American Ship - I have a good many souls on board to provide for, I am short of water, I wish to proceed as quick as I can to "Lmoe" to water having not quite two puncheons on board and we had upwards of Sixty souls on board including the Crew of the Ship our consumption of water being great, I said if you have doubts of me name them, I was then asked what I was laden with, I mentioned Camwood, Palm Oil Ivory, Gum Copal, Bar Wood and Ebony and told them I would have a Hatch taken off &c as they might look down if they saw fit, and I ordered a Hatch taken off; they immediately jumped down and you would have thought that they were on board of their own Ship; of Course they saw a Ship nearly filled up with the articles I had mentioned to them, and so after they were thus satisfied they left my Ship not before however committing a piece of impertinance by saying with a sheepish look to my first officer "I have seen you before to leeward," signifying that he had seen him perhaps in a Slave Ship in the Bight of Benin, such impudence I have often heard of before but had never been an Eye witness - As regards to my first officer I am prepared to qualify that he has never before seen Western Africa, and indeed he has most of his time employed in Whale Ships in the Pacific Ocean - And now Honored Sir allow me also to state that I have ever before this event met with the most Courteous gentlemanly Conduct in the officers of Her Britanic Majesty's Ships - I could not for the life of me see why in this instance it should be otherwise - There is nothing in the appearance of our Ship, my trading places are the same as they have ever been, I go to and fro on the Coast as before, my reputation has been well known on this Coast by all, and the only thing that could justify them in any way was the fact that a Vessel I formerly owned, was most unjustifiable disposed of by her Master to a person who did not close the Vessel & one who made a Seaman of her - I myself was down the Coast, & at the time of the sale of the said Vessel I was in Company with the U.S. Ship Yorktown Commander Bell, all those that are acquainted with me knows how little I knew of the affair at all - In view of this last circumstance, I suffered myself to be searched - If the Officers of Her Britanic Majesty's Vessel had any right at all to do what they did, I know not, I feel however disposed to look over it

this just offence, if now as our Commander-in-Chief of the U.S.A. Forces intimate to I feel sure if they could be made to know the motive which I felt when I first had the tidings of the sale of that Vessel. they would be less disposed to detain or suspect any Vessel I have under my Command - I could wish that the Commander in Chief of the British Squadron on this Coast should be made acquainted of these facts, and I think a strict scrutiny in my Conduct on this Coast, having been so long as it should satisfy all persons of the correctness in my part of the disposition that was made with that said Vessel when I assure them that it was without my knowledge, that I had never given a power of Attorney, or even verbal instructions to justify that sale - The Master excusing himself was in the age & the high price paid for her - Submitting these facts to your own wisdom of right, I hope to meet with no further or future molestation from the British on this Coast, with my best wishes for your health, hoping you may have a pleasant Cruize I remain with much respect

I truly Sirs,
(signed) Richd C. Lawlin
Master of Amer. Bark
Madonna

B

Copy

U. S. Ship Saratoga
Off Vera
Jan 31st 1815.

Sir

I received a short time since a communication from the Master of the American Brig Madonna in which he complains of the conduct of the Officers of one of the Vessels composing the Squadron under your Command — The substance of the report is as follows — On the 12th day of April last at 2 PM off Grand Bassa, he discovered a sail which he soon made out to be a Brig of War under American Colors; he stood for her supposing it to be one of our Cruizers — At 2 1/2 PM he hailed us Course and Distance; the Brig hailed in passing, and was informed that the Vessel was the American Brigue Madonna; (Her Colors were flying) in return he asked the name of the Brig, and was told a boat would be sent on board; a boat shoved off, and when within about 20 yards the Brig lowered the American, and hoisted British Colors — The Master of the Madonna hailed the boat and was informed it was H. B. M. Brig Hebe — "Three Officers and a Seaman boarded," the boat's Crew left the boat, and sung about the Brig's rail — One of the Officers demanded her Papers, they were invited below; two descended to the Cabin, one and the Seaman remaining on deck — they were requested to be seated; (The Widow of a Missionary

and one other female passenger were in the Cabin at the time) was then declined; he then went to his Berth & set the Papers, the Officers, allowing to his Lieut "Close on his Heels" - On producing his Papers, they were pronounced "all right" they then went on deck, and remarked he had too many Women on board; this matter being now satisfactorily explained, he stated to the officers that he did not like the looks of Water on board his Vessel & wished, and he was anxious to get into Price to replenish, and would thank them not to detain him; the officers, finding objecting reluctant to leave the Vessel & stated if they were not satisfied as to the character of his Vessel he would join his Nation which he did; two of the officers jumped below, and Commenced a search; finding the Vessel nearly full of Slaves, they came on deck and left her -

I have thus, Sir given you a detail of the transaction contained in the report upon which I made subsist between those engaged in the same humane and laudable service and I take this occasion to assure you Sir that I most sincerely join in the desire which you have expressed that a cordial and friendly feeling may be cultivated and prevail between those employed in our respective Squadrons - To establish permanently relations is desirable it is indispensably necessary that officers in the discharge of their duties should be careful to observe that respect to the Flag and Country of those entitled to its protection which no Nation can suffer to be violated without dishonor -

I refer the subject to you Sir for investigation, and shall be gratified to learn the result at your earliest convenience -

I have the Honor to be
Respectfully, Sir
Your Obedient Servant
(Signed) Chas. Wm. Skinner
Commodore, Commanding
U.S. Naval Forces,
Western Coast of Africa

To Commodore William Jones
Commanding H.B.M. Naval Forces.
Western Coast of Africa

Communications to my address will reach me by being left at Porto Praya, Monrovia, or in any Vessel of the American Squadron -

Copy

[illegible]

Sir,

I have the honor to acknowledge the receipt of your letter of the 7th Inst. relative to the complaint made to the Master of the American Barque Caledonia, of the conduct of the Officers of His Majesty's Ship "Ida," when visiting that Vessel on the 2nd day of September last.

I shall in due time, Sir, call the matter fully immediately before Viscount Palmerston. I must call upon the Commander of the "Ida" for a full and detailed report of all the particulars of the transaction in question. And, when I have closely examined the matter, I shall not fail to visit all such proceedings under my authority, which I shall find to be adverse to the orders, or the true intent of my instructions. Until I am induced to believe, that even on the ex parte statement of the Master, the Madonna, I perceive grounds for blaming the management of the Commander of the Ida, on the occasion referred to, I cannot forbear expressing to my final

Commodore Charles William Pasley
Commanding the H.M. Naval Forces
West Coast of Africa

[illegible] Master, and I beg that it may be reported to the Commissioners for the Suppression of the Slave Trade, that the Madonna is a vessel entitled to the protection of the British flag. The United States, was sold to the Government of Cape Mount and Gallinas, last December, and was immediately entered at Cape Mount, and has been employed in the Slave Trade ever since.

The Master of our Cruiser on this Station has been directed not to bring vessels of this description for adjudication, unless they are detected actually engaged in the Slave Trade, or have been fitted out for that purpose, or in the legal character of Slavers, since it would be impossible to obtain sufficient evidence to convict the owners of such Vessels of the illegal transactions which they may be charged with, in the Courts of this Country, and the Vessel would probably be released, to the great loss and inconvenience of the Captors. — Their instructions when they were to join this Squadron, were published with our Orders. — Their instructions when they were to join this Squadron, were published with our Orders. — Their instructions when they were to join this Squadron, were published with our Orders

Copy

Extract of a letter from Lieutenant Hoare
H.M. Brig Commander to Major Ben Pine
H.M. Commissioner dated Sierra Leone 24th February 1825

(Signed) H. Jones Commander

The Letter was forwarded to
Americans Vessel called the Friendship, she
arrived at Cadenda in March last
under Spanish Colors with a Cargo of
Rum, Cloth &c, and when it was discharged
She was sold to the Brazilian Slave dealers, and
compleat Eight Hundred Slaves to the Brazils;
since which She has run two full cargoes.

I have the honor to be
Sir
Your most obedient Humble Servant
(Signed) Henry R. Foote
Lieutenant and
Commander

To
Commodore Wm. Jones
Hon. Majesties Ship "Penelope"
Commanding on the
West Coast of Africa

Copy

Extract of a letter from Lieutenant Foote
H.M. Sloop Commander Hon. Captain Geo. Fredrick
to Commodore Jones dated 24th February 1845.

(Signed) H. Foote Commander

The Villa was formerly an American Vessel called the Friendship, was
armed at Cassinda in March last
under Spanish Colors with a Cargo of
Rum, Cloth &c, and when it was discharged,
she was sold to the Brazilian Slave dealers, and
compose Eight Hundred Slaves to the Brazils;
since which she has been two full voyages.

I have the honor to be
Sir
Your most obedient Humble Servant
(Signed) Henry A. Foote
Lieutenant and
Commander

To
Commodore Wm. Jones
Her Majesty's Ship "Penelope"
Commanding on the
West Coast of Africa

Copy

37

Copy of a Copy
of Lieut H Sims Commander

H.M. Brig Cleopatra
at Port Royal Nov 1845.

Sir

I do herewith transmit to you
for your information, a Copy of a Letter addressed to me
by Lieut Sims Commanding H.M. Brig "Cleopatra" I examined her Papers
with a view to her detention but finding that she
was bound to a Port of Spain, and
was not to do so until I boarded her. I offered
to insert in her Log my proceedings which her
Commander did not accept, and did not make
any Complaint —

I beg to remain
Sir
Your most Obedt Servant
(Signed)
J P Brooke Lieut of
H.M.S Cleopatra

To Commander C J S Stanton
H.M. Sloop "Ilex"

Copy

38

Extract from a letter from Commander
H. Sims H.M. Brig Cleopatra Dated Trinidad
1 November 1845.
Received 3 Days Commander.

On the 1st September at Midnight
8.15 N. and Longitude 8 46 E. I came up with the
Brig "Monte Video" under American Colours, as
she did not exhibit either by her manners or
appearance any Cause to Consider her under false
Colours I did not board her but I afterwards
found that she was a Spanish Vessel, and
Slave fittings on board. On the 13th we captured
Captured after Eight hours run, the Spanish Schr
ner "San Pedro Marinero" having Slave fittings &c on
board. She had sailed about the same time with the
former and "Monte Video" from Trinidad de Cuba —

(Signed)
H. Sims Commander

Copy
(Signed) W. Jones. Commodore.

Her Majesty's Steam Sloop "Ardent"
Off Cape Mesurado July 6. 1845.

Sir.

I have the Honor to acquaint you that on the 31st of January, I sent the Senior Lieutenant of Her Majesty's Steam Sloop under my Command, to board off the River, a Brig, which proved to be the "Royalist" of London, Captain Murray, who gave that Officer, Lieut Marston, information which he had gleaned from an American passenger whom he embarked at Cape Mesurado from Trade Town, that the "Madonna" American Barque, Laulin Owner and Master had been sold to the Spaniards, and was coming up from the Gabon, where she then was, to Cape Mesurado, a slave deck making, then for her, afterwards to proceed, he believed, to Cape Mount for a Cargo of Slaves - The same Owner and Captain Laulin having sold the American Brig "Atalanta" which he long Commanded on this Coast to the Spaniards for 15000 Dollars, which Vessel sailed from Cape Mount in or about the Month of December last with 600 Slaves on board -

I have the Honor to be
Sir.
Your humble Servant
(Signed)
John Russel (B) Commander

Commodore W. Jones
&c — &c — &c —
West Coast of Africa

(1) W. Jones Commodore

Statement of Lieutenant Mc Lud. D. Wright of Her Majesty's Steam Ship Pluto, formerly Lieutenant of Her Majesty's Sloop Ardent

The American Brigantine Union was boarded by Lieutenant Wills, late of "Ardent" on account, some where to the Westward of the Isles de Los, about the middle or end of February 1845, and was found to have a Cargo of 600 Slaves on board of the nature of which together with other circumstances connected with her movements, induced Commander Bosanquet to send an Officer on board, with a Party of men to take charge of her, he having previously shortly before sent Lieut. Commander Bosanquet told the Master of the "Union" that he was so convinced his vessel was to be employed in the Slave Trade, that he should send her over to New York, unless he shipped proper Crew in lieu of those to other Owners, not Americans, in which case, he should send her in to Sierra Leone - The American Captain still persisted that he had come on the Coast for the purpose of legal trade with the Natives in goods - Lieutenant Wills took charge of the "Union" about 3 or 4 days, when he and his Crew were ordered back again to the "Fleet" by Commander Bosanquet and the "Union" was again given up to the Master of her -

Commander Bosanquet told me afterwards when I belonged to the "Fleet" and he was relating the circumstance to me, that the reason he gave her up again was because he did not consider the circumstances of the case [illegible] enough to make sure of her being concerned in Slave Trade without a dispute, and he was most anxious not to have any

[illegible]

"Flirt", all well with the H.M.S. Brig
[illegible]

[illegible]

[illegible]

[illegible]

Copy

Copy
Signed H. Jones Commander.

H.M.S. Forest at sea
Lat 5.35 N. Long 11.45 W.
22nd April 1845.

Sir,

I have the honor to inform you that at [illegible] on the 21st Inst a Sail was reported on the weather Beam steering about N.E. with her head to the S.W. which we alternately captured at 10 P.M. in Lat 5.41 N. Long 11.56 W. [illegible] hoisted in the Blue Peter, as there was reason to believe she belonged to Gallinas, the 22nd Inst, and found for the Barque — She proved herself as intimate Assistant Cabors, and was whatever could be found after Capture, neither after a most rigorous search

seaven

search, could any Papers be found on board, or by the person Nationality, nor could any Person on board acknowledge to be the Captain —

On her arrival on board this Vessel under American Colours at Kabenda, as the "Ivens" of New Orleans —

The Vessel appears to have been despatched from Cabenda to Rio Nunez Coast and Manuela to Sea, to assist Pinnes Lima, from whom detained by Capt Craigie which system I have reason to believe is pursued to a great extent on this part of the Coast

The Vessel was found to be in a good Condition, the Vessel is well supplied with Provisions and Water, but evidently Equipped in great haste —

I shall this day despatch her to Sierra Leone for adjudication in the charge of Lieutenant Campbell who assists will leave me ten short of Officers — the Vessel resembles the Schooner Brig of Pinnaces and I shall keep my last Communication with them —

Lieut Davidson has been ordered to transmit a full and Correct account of the Capture &c on her arriving at Sierra Leone and a Duplicate which to be transmitted to the Secretary of the Admiralty in Conformity with Art 31, Page 16, Sect. of the Instructions, to the guidance of Officers employed in the Suppression of the Slave Trade —

I have the honor to be
Sir
Your most Obedient Servant
(Signed)
H. Jones Commander.

Copy.
(Sgd.) W. Jones. Commodore.

Copy

Her Majesty's Steam Sloop "Growler"
off Gallinas, February 15. 1845.

Sir

In obedience to your Commands that I should report the Circumstances which induced me to detain that of the United States Brig "Atalanta" was engaged in lawful trade, and was entitled to the Flag she wore, but which I have suspected to have embarked a Cargo of Slaves on board, I have the honor to inform you, that while cruizing off Gallinas on the 25th August 1844, in Atalanta" was seen to the S.E and immediately chased by Her Majesty's Steam Sloop under my Command, on nearing her, I observed that she was under American Colors, and having passed within hail, in reply to my question, she stated that the name of the Vessel was the "Atalanta," and that she was 40 days from New York, bound to Gallinas with a general Cargo.

While accompanying her towards the anchorage, her Master hailed, & asked if I wished to send a boat on board, I replied in the affirmative, and accordingly, when she had anchored, I sent an Officer with orders merely to ask for general intelligence, but not to look at her papers, or to search, unless her Crew were Spanish, or that he should ~~observe~~ other Circumstances which might induce him to suppose that she was under false Colors — The Officer reported that she appeared to be a regular American Trader, with a Cargo chiefly consisting of Gunpowder, Rum, and Tobacco.

On the 26th August, the United States Brig

Brig "Pilot" Captain Isaac Mayo
received, and soon after was joined by Lieut.
Edward A. Hunt for recruiting
service and the "Flambeau" and Schr. [illegible]
Commander Wm. Conner, Lieut. Robert Pinkham
Acting Master Thos. Wilson, and Master
Commandant Alex. Murray in the Gulf of Mexico
Lieut. Hunt was ordered to the Command of
the Flambeau, and Mr. Wilson to the Command
of the Pilot, and Mr. Conner to the Command
of the Schr. [illegible] Mr. Murray
was ordered to the Command of the Schr.
[illegible] Mr. Pinkham was ordered to the
Command of the Brig [illegible]

Respectfully
Yrs.
Wm. Jones Secretary
Navy Department
(Signed) Wm. Jones Secretary
of the Navy

Commodore William Bainbridge
Chief Officer Commanding
Navy Yard
Charlestown
Mass.

U S Ship Jamestown
off Pisa
5th August 1865

No 19.

Sir

I have the honor to forward herewith the Quarterly Report of Officers attached to this ship, for the Quarter ending 30th June -

I have the honor to be
Respectfully Your
Obt Servt
Chas Wm Flusser
Commanding U.S. Naval Forces
Western Coast of Africa

Hon Secretary of the Navy
Washington

f 562 Sept 25. Lands

f 563 Sept 25 Lands

No 20

46

No 22

U S Ship Jamestown
Porto Grande
Isle St Vincents
7th August 1845.

Sir

In my last Communication from Porto Praya dated 15th May, I had the honor to inform you of the arrival of the Jamestown at that place on the 11th I was disappointed at not finding the additional Sloop of War, to complete the Squadron, and the permanent Store Ship which I had been led to believe would have followed in a short time this Ship, from the United States— Replenished Water and Provisions, put the Ship in order, (so far as it could be done at an open anchorage,) re-stowed the Public Stores in the Custom House, surveyed and re-pickled such Provisions as required it, and adopted other measures for their better preservation &c &c —

On the 3d June, having received without intelligence from the United States, and having ordered the Preble to join me at Porto Grande (St Vincents) Sailed in June, sailed, and arrived at that Port on the 6th, where I found the Preble; she had reached that place the day previous— Inspected the Ship, found her clean, and in apparent good order; her Crew looked well, excepting those (a large proportion) who had suffered from Fever, the younger Officers however, appeared pale and debilitated — There were then twenty two Men on the Surgeon's Report

The Acting Surgeon, in his Report to Dr Patton, (Fleet Surgeon) stated, that the Crew were subject to Intermitting Fever and Bowel Complaints when at all exposed, and that they all labored under debility - Taking these Circumstances into consideration, I did not deem it advisable to order her to the Coast, especially during the Rainy Season which now prevails - She being short of Officers, at the request of Commander Freelon, I directed Her Actring Master Sand Midshipman Gustavus V. Fox to act as Lieutenant, and Sand Midshipman James. H. Moore to act as Master; they do not receive additional pay but the title is gratifying and some reward for their good Conduct and Gentlemanly Deportment -

I also transferred Sand Midshipman Francis M. Bradford from this Ship to the Fulton as Acting Master, she being very short of Officers, and ordered the Second Acting Master Henry A. Clemson to perform the duty of Lieutenant - Sand Midshipman Wood will take passage in the Preble, and will join the Fulton at Porto Praya, on the arrival of the latter Vessel at that place -

I ordered the Preble to proceed to Porto Praya, to await until the 15th July for dispatches from the United States, should they arrive, to proceed with them to Palmas, where I propose remaining some time with this Ship, to afford recreation to the Officers and Crew after Five Months unremitting labor.

I left orders at Porto Praya for the Fulton's Cruize; she will sail for the Coast on or about the 22nd June - The Yorktown will join me at Palmas, and after the usual stay, proceed on a Cruize - I also left orders for the expected Sloop of War and Store Ship, should they arrive during my absence.

I stated in my last Communication, that it was my intention to keep at Monrovia Four Months Provision for a Sloop of War, for the supply of the Cruizers cruising off the Coast, this arrangement can only be effected through the medium of a Store Ship belonging to the Squadron - A Ship permanently attached would be a great Convenience, and save much expense in duties &c &c - I design, should a Vessel of that description arrive, to station her generally at Porto Praya; it is a better Anchorage than Porto Praya but destitute of Water; this objection, I have however overcome, by making an arrangement (in case a Store Ship is attached) with a Gentleman of enterprize and respectability, (a Belgian) to furnish the Ships alongside the Ships, from St Antonio in his Vessels, at the same price we pay for them on shore at Porto Praya; the Water at St Antonio is far superior to that at Porto Praya, or any other Island of the group, as it rushes down from the Mountains in a fine Stream - Such an arrangement will save much labor and the wear and tear of boats which is very great in the Constant surf at Porto Praya -

It is my endeavour to support the African Squadron at as little expense as possible, consistent with their efficiency, and the best interests of the Service - In examining the bills of the Preble, I found it necessary to direct Commander Freelon, in future, not to make a requisition for any article, until first ascertaining the Cost, and if high, not to purchase, unless indispensably necessary for the Health of the Crew or other important purpose, and on no account to procure articles at other places, that can be supplied from the Depot at Porto Praya - This order will be

genal on the Squadron –

On the 10th sailed for the Islands, the Preble for Porto Praya. Arrived at Madeira on the 28th exchanged Salutes and Civilities with the Authorities and replenished our Water &c – On the 3d Inst. notified the Consul of my intention to salute the next day (King the Anniversary of American Independence) the Vessels and Commissions to join; at Meridian saluted with 21 guns, the Principal Battery on Shore doing the same, called on the Governor, and exchanged the Courtesies usual on such occasions –

Sailed on the 8th arrived at Palmas on the 9th Exchanged Civilities with the Authorities, and permitted the Crew to go on Shore On the 25th the Jamestown arrived, the Officers and Crew generally in good Health, Supplied Her with such articles of Stores as she needed, from the Jamestown, Replenished Water &c and sailed on the 1st August; the Jamestown I was Compelled to leave at Palmas in Consequence of a fall received by Commander Bell the day He arrived, dislocating his Elbow, and Splintering the bone of His arm, the Surgeons recommended His remaining a few days longer on Shore until the bone had united. I left orders for him to sail in the 9th and join me at Porto Grande – I also left Lieutenant Milbank on Shore sick, He will rejoin the Jamestown – To restore and preserve Harmony on board this Ship, I was compelled to transfer the first Lieutenant, Chandler to the Jamestown, his Conduct to Commander Cunningham on several occasions being disrespectful and insubordinate – I transferred temporarily Lieutenant Dyer, from the Jamestown to this Ship to supply the place of Lieutenant Milbank – X

It pains me to state the Jamestown has two Officers on board, a Lieutenant and a Mas-

under arms, the Conduct of Lieutenant Chandler, that I could be compelled, to prefer charges to bring to Trial at Porto Grande – You were aware of the reluctance of Courts Martial has ever been manifested to try a Man, but in this case, the well grounded complaints of unmerited ill usage, and disrespectful conduct on the part of Lieutenant Chandler, the greatest harmony and cordiality prevailed in this Ship, and no doubt will continue – X

I join the Cruize of the Jamestown on the Coast, Commander Bell displayed his usual ability and vigilance but I am Constrained to Regard the Opinion that had he met the first aggressions of his Officers with more promptness and Severity, he should have been spared the painful necessity of a Court Martial –

On the 9th arrived at Porto Grande, found the Preble laying Here – the Huntington Store arrived, and sailed for Porto Praya –

I have the Honor to be
Respectfully, Sir
Your Obedient Servant
Chas. W. Skinner
Commanding U.S. Naval Forces
Western Coast of Africa

To
The Hon. Geo. Bancroft
Secretary of the Navy
Washington

No 23.

48

H. M. Ship Lancaster
Port Grande
Island St Jacques
12th August 1807

Sir

I am sorry to inform you that the Master of the Transport Ship Mary has been taken ill of a violent fever, which has confined him to his bed ever since the 8th Instant, and from which he is not likely to recover for some time, as he is very weak and low spirited, and continues to decay in spite of every exertion, and no hopes can be entertained of his recovery, but by a change of climate, which I am sorry to say cannot be procured here, especially as the Ship is now in the Hurricane season.

With every precaution which human means can devise, I have not been able to prevent the disease from spreading among the Troops and Seamen, which I am sorry to say is the case, and I am apprehensive that unless the Troops can be removed to a healthier situation on the part of the Continent and the Ship sent to Cape Town, it will be necessary to relieve the Troops every 12 or 15 Days, as this Climate has not a lasting influence upon the constitution of Europeans, even when they are in health, but when they are attacked with fever, it has a fatal effect upon the mind, and causes the spirits to sink under the misfortune of the Climate instead of exerting themselves to overcome the disease. The assurance of their return to Europe at the expiration of a Year would have a lasting influence upon them, it would be a point for the mind to rest upon amidst the pains and trials to which all are exposed.

I would humbly request that the Troops may be relieved at the expiration of the above named period, and that I may be permitted to assure them under my Command that such will be the case when practicable.

The Ship under Convoy which has imposed upon the Troops and Seamen so far has proved good, and renders a relief at the

[illegible] expedition [illegible] [illegible] assemble - [illegible]
[illegible], [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible], [illegible] [illegible], [illegible] [illegible] [illegible]
[illegible]

[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
Commanding U. S. Naval Forces
Western Coast of Africa

[illegible]
[illegible]
[illegible]
[illegible]

1624

49

21 Sept 1789 Jamestown

Sir

Sensible of your attention to the Interests of the United States, and to the Duties of your Office, I shall communicate to you from time to time, such Information touching the Commerce & Navigation of the United States, as may appear to me necessary to be laid before Congress, and recommend to your consideration such Measures as may tend to the Improvement of the Revenue, and the Despatch of Business in the Office committed to your Superintendance.

The Duties on Goods imported in Vessels of the United States, and on Goods imported in Vessels not built in the United States, and not owned wholly by Citizens thereof, are liable to Alteration from the Acts now in Force for laying the same. Whether it will be proper to make Alterations for the Encouragement of any Species of Navigation, or to lay Duties on Exports, or to prohibit the Exportation of any Articles, in Consequence of Information which I may receive on these Subjects, I cannot at present determine. But I am clearly of Opinion that every Power vested in Congress relative to Commerce and Revenue should be exercised, so far as it may be found necessary to the Encouragement and Protection of the Manufactures of the United States; to the Establishment of Ports; to the Security of Entries and Clearances; to the Regulation of Navigation; to the Support of the Light Houses, Beacons, Buoys and Public Piers; to the Collection of Tonnage Duties; to the Health of the Crew, or other important Purposes.

The Situation of Affairs with respect to the Indians on the Frontiers, and the Advices I have received from the Governor of the Western Territory, render it necessary that I should without Delay take Measures for running the Boundary Line between the Lands of the United States and those of the Indians. The Advices state, that Parties of Indians have recently killed several Families settled down the Ohio, and that Attempts have been made to drive off the Cattle of others. Under these Circumstances, I have thought it my Duty to direct a Body of Troops to be stationed at Fort Washington, with Orders to act defensively against the Indians, and to protect the Surveyors employed to run the Lines. I have also directed the Governor to call out a Part of the Militia of the Neighbouring States, to be in Readiness to support the Troops, should their Assistance be necessary. I have likewise directed him to enter into Treaty with the Indians, if he shall find them disposed to Peace, and to conclude Treaties with them, subject to the Ratification of the Senate, at their next Session. Should Hostilities be commenced before the Receipt of your Letter, you will consider how far the Provisions made by Congress for the Protection of the Frontiers will require Alteration, and report to me your Opinion thereupon

[illegible] Commanded the Squadron [illegible] Coast, [illegible] Expedition [illegible] Gambia, [illegible] Sierra Leone, [illegible] Liberia, [illegible] Gaboon, [illegible] Cameroons, [illegible] Fernando Po, [illegible] Old Calabar, [illegible] Bonny, [illegible] Benin, [illegible] Lagos, [illegible] Badagry, [illegible] Whydah, [illegible] Popo, [illegible] Accra, [illegible] Cape Coast Castle, [illegible] Sierra Leone, [illegible] Ascension, [illegible] Cape of Good Hope, [illegible] Simon's Bay, [illegible] Zanzibar, [illegible] Mozambique, [illegible] Delagoa Bay, [illegible] Natal, [illegible] Cape Town, [illegible] Simon's Bay, [illegible] Ascension, [illegible] Sierra Leone, [illegible] Gambia, [illegible] Bathurst, [illegible] Goree, [illegible] Dakar, [illegible] Portuguese Guinea, [illegible] Bissagos Islands, [illegible] Sierra Leone, [illegible] Liberia, [illegible] Cape Palmas, [illegible] Grand Bassa, [illegible] Monrovia, [illegible] Cape Mesurado, [illegible] Sherbro

Copy

Circular No 1

I have learned with deep regret that duels have not been unfrequent in this Station among the Junior officers of the Squadron; this practice originating in a barbarous, should be suppressed in a time enlightened age—

As the Commanding Officer of the United States Ships on the Western Coast of Africa, responsible for their discipline and efficiency, and feeling a deep interest in the welfare of those placed under my Command, I conceive it to be an imperious duty to forbid a practice at war with the laws of God and Man, victorious of discipline, and destructive of human life and happiness = a challenge, or agrees to accept a duel with any other person belonging to the Squadron under my Command, will be guilty of disobeying the lawful orders of his superior officer, being in the execution of his duties, and will be dealt with accordingly, and the duel regarded same by the Department of Navy among the officers of the law. = As a proof of the importance attached subjoin an Extract from instructions given to the Secretary of the Navy

"is a guarantee that no efforts on your part will be
"omitted to secure the discipline, the order, and
"the efficiency of your force — Customs may tended
"more to loosen the attachment of the Nation to its
"Navy, than the frequency with which Courts
"Martial have occurred — It is confidently
"hoped that no cause for any will arise during

(2-5)

"...ment with regard to the Officers and Men
"under their respective Commands, and to
"enforce the Articles of War for the Government
"of the Navy, as they shall be found necessary
"for the good of the Service, and they are
"hereby required to be obedient to your Orders
"accordingly."

I trust, therefore, that the Officers of the Squadron under my Command will do all in their power to preserve a perfect Harmony, and avoid those little quarrels which should never exist among those of an honorable profession engaged in the Service of our Common Country. If it should be wanting, on my part to attain an end so desirable, and so indulgence extended from the Secretary of the Navy, consistent with the discipline and best interests of the Service. I trust, therefore, that I may never have the pleasure to know, and make known that unanimity and Happiness prevail throughout the entire Squadron —

I am also desired to be read on the Quarter Deck of this Ship under your Command, in presence of the Officers and Ship's Company —

(signed) Chas. Wm. Skinner
Commodore Commanding
U.S. Naval Forces
Western Coast of Africa
U.S. Ship's Jamestown
Port Praya
20th February 1845

To
The Commander of U.S. Store Ship
Supply
or the Officer in Command

Thu. Thompson
Captain

U. S. Ship Lancaster
Port Praia
Island St Lucars
13th August 1845.

Sir

I have the honor to forward herewith, the following Semiannual Reports from the 26 Ships under my Orders

viz No 1 Quarterly Return of Officers, for the Quarter ending 30th June 1845.

No 2 Muster Roll, for the two Months ending 30th June 1845.

No 3 Quarterly Report of Punishments inflicted on board for the Quarter ending 30th June 1845.

I have the Honor to be
Your Obedient Servant
Chas. Wm. Skinner
Commanding U. S. Naval Forces
Western Coast of Africa

To
The Hon.ble George Bancroft
Secretary of the Navy
Washington

1565 Sept 22

1566. Sept 29. Examy

Enclosures distribu
Sept 29th

Sept 29

No 26

52

[illegible]

[illegible]

[illegible]

of attainments — Such an opportunity is now presented, and is respectfully submitted to the judgment of the Navy Department.

I have the Honor to be
Respectfully, Sir
Your Obedient Servant
Chas. Wm. Skinner
Commanding U.S. Naval Forces
Western Coast of Africa

To
The Hon. George Bancroft
Secretary of the Navy
Washington

No 24

53

U. S. Ship Jamestown
Port Praia
Island St Jago
August 1845

Sir

I forward to the Department the Letters entrusted to Commodore Perry, sent to me unsealed by the British Commander on this Station

I have the honor to be
Respectfully, Sir
Your Obedient Servant
Chas. Wm. Skinner
Commanding U.S. Naval Forces
Western Coast of Africa

To
The Hon.ble George Bancroft
Secretary of the Navy
Washington

Ch. Sq. Africa

1572 Sept 29. Sa

General Andrew Jackson. He caused the Portuguese Consul to be sent on Board the United States vessel, under the Flag of the United States, & his own Flag hoisted at the Mizen Peak -

He sailed as well as Darkness & Fog, with the Light Sails he had, would permit. Fog, with rain & a Gale at S.E. & S.S.E. & at midnight our Flag in Fore received a severe Shot between the Main & Fore Masts, which Cut off the Ensign Staff & Colours, & Cut a Hole in the Fore Topsail. Some of the Shot struck near the Water Line, we Landed our Forge and Completed the Work on Shore - Exchanged one of the Carronades of the Darkoun for one of the Rodd's, and furnished the Darkoun with some necessary articles from the Rodd, which the Consul Sent, being about returning to the United States -

The Court Martial closed its proceedings yesterday the 28th after a Session of Six days - The Rodd sails to Manoa Morning the 30th The Squadron is very short of Officers as you will perceive by the accompanying return; in case of sickness we shall be reduced to great straits - Lieutenant Ingalls was Came out in the Southampton & since ordered to the Darkoun, she has now Three Lieutenants - The small number of Officers we have to do Duty Hard, in a Climate where it should be as light as possible - I therefore recommend

Lieutenants

as much as in my power to allow the Vessel
Misdemeanors to take the Benefit

I kept this Communication
close until the last Moment, in Expectation that
I might have it in my power to announce the
arrival of the Division, but am disappointed —
I would have taken the liberty to request
that Vessels bound to this Station, may be ordered
to proceed direct to the Cape de Verdes, having
written Sir Antonio and St Vincents, touching
in at this Port on their ... to Porto Praya —
They will have opportunity to visit Madeira
after a Cruize on the Coast —

I have the honor to be
Perfect with, Sir
Your Obedient Servant
Chas. Wm. Skinner
Commanding U. S. Naval Forces
Western Coast of Africa

To The Hon. George Bancroft
Secretary of the Navy
Washington

295 f

Copy

U. S. Ship Jamestown
Porto Grande
5th September 1845.

Sir,

On the U. S. Ship under your Command is now ready for Sea, you will proceed as a Cruize, touching at Fogo & Brava from thence looking in at St. Yalundo and Cape Mount touching at, and Communicating with, the Authorities at Monrovia; from thence to Cape Palmas, Communicate with the Authorities there, continue along the Coast as far South as St Paul's de Loando, looking in at every intermediate point where information may be obtained or your presence salutary - I would direct your particular attention to Cabenda - During your Cruize, Extend every assistance to American Citizens engaged in lawful pursuits which they may require and you have the power to grant, show your flag along the Shore that the Natives may see we have a force at hand ready to sustain our Citizens engaged in legal Commerce -

Our Standing Regulations established by my predecessor are adopted, you are to consider them on the Coast renders it unnecessary that I should dwell on the necessity of vigilance in observing every precaution necessary to preserve the health

of those under your Command.

In your intercourse with the
Authorities of Foreign Governments, or with the Natives
of the Country you must ever bear in mind that you
are distinguished as an American Officer —

As many incidents may occur
during the voyage which it is impossible to foresee,
much must be left to your own judgement; in the
Exercise of your discretion, you will always bear in mind
the honor of our Flag and the best interests of our
Country. In detaining the ships of any Foreign
Nation in Respect to a search on the Coast of Africa,
for the suppression of the Slave Trade under the
American Flag, and the protection of our Commerce,
you will satisfy your own sense of duty will be a
sufficient incentive to its faithful Performance —

When the Consumption of your
Stores renders it necessary to return up the Coast,
touch at Cape Palmas and Monrovia where
supplies for Five Weeks may be procured; touch
at Sierra Leone for intelligence, thence to Porto Praya
where orders will await you —

With best wishes for your health,
and that of those under your Command —

I am, Respectfully, Sir
Your Obdt Servt
(Signed) Chas Hy Stuart
Commodore, Commanding
U.S. Naval Forces
Western Coast of Africa

Commander Chas. H. Bell
Commanding U.S.S. Portsmouth

2. William Jones. Captn Sup'd Invalid

3. Henry Lyon Landsman — Invalid

4. Edward Bell. Landsman — Term. of Service expired

5. William Smith. Seaman — Invalid

Marines

1 Peter Hart Term. of Service Expired

2 Perry Steege.

3 Henry Piper

From the "Yorktown" to the Peoria

1 Mr Lamont Seaman Invalid

2 Mr Peterson Seaman Invalid

3 Edwd Steele Boy

Marine Fifer Henderson. Term of Service Expired

From the "Preble" to the "Yaktown"

Marine Fifer Smith Volunteer

" " Private Reander Volunteer-

I have the honor to be
Respectfully, Sir
Your Obedient Servant
Chas. Wm. Flusser
Commanding U. S. Naval Forces
Western Coast of Africa

To

The Hon. Geo. Bancroft
Secretary of the Navy
Washington

62 Feb 895 f.

No 30.

57

U. S. Ship Franklin

Key West

[illegible]

Sir

I have the honor to enclose the proceedings of the Court Martial in the case of Asst Surgeon John L. Neill which I have approved

The developements made on this trial are truly disgusting, during a service of nine years & six years in the Navy, such base language and bad conduct never before came to my knowledge; it is full time an example was made of such offenders - The plea in bar of the 1st and 2nd Specifications of the First Charge, and 1st Specification of Second Charge, on the ground of his having been already punished, I conceive invalid; Could it however be decided against me opinion, there is sufficient other matter to justify the Sentence of the Court, which I trust may be carried into Effect

Further Comment I consider unnecessary, I therefore submit the matter to the decision

of

The Hon. George Bancroft
Secretary of the Navy
Washington

decision of the Naval Court with perfect confidence fair justice will be awarded.

I have the honor to be
Respectfully Sir
Your Obedient Servant
Chas. Wm. Skinner
Commanding U.S. Naval Forces
Western Coast of Africa

To
The Hon.ble George Bancroft
Secretary of the Navy
Washington

f 580 Oct 2. Wa

[illegible]

[illegible] Commodore [illegible]
Senior Officer present
Bay of Tunis
&c. &c. &c.

Sir,

I am Compelled to send Home on account of ill health, (on the recommendation of the Fleet Surgeon) the following Officers from this Ship

Lieutenant Henry L. Hartstine
Midshipman W. H. T. Brown
" " G. D. Emmett

From the Guerriere
Lieutenant James A. Doyle declared by survey unfit for Service -

Lieutenant Alb. C. Ellmaker
Passed Midshipman J. S. Neville Landed Sentenced Court Martial

Midshipman J. N. Carter, going Home for Examination - Exchanged with Midshipman H. G. A. Brown of the Preble.

Which leaves this Ship with Three Lieutenants, Two Pass.d Midshipmen, Six Midshipmen - Quarter Three Lieutenants, Two Pass.d Midshipmen, Three Midshipmen - "Sixteen" One Lieutenant, Three Passed Midshipmen, Two Midshipmen - "Southampton" One Lieutenant Comd.g and Four Passed

Dated Mediterranean

The Four Vessels have but Eight Commissioned Lieutenants -

I have the honor to be
Respectfully, Sir
Your Obedient Servant
Chas. Wm. Skinner
Commanding U.S. Naval Forces
Western Coast of Africa

To
The Hon.e George Bancroft
Secretary of the Navy
Washington

Dec 29. 1865

(2)

29th "

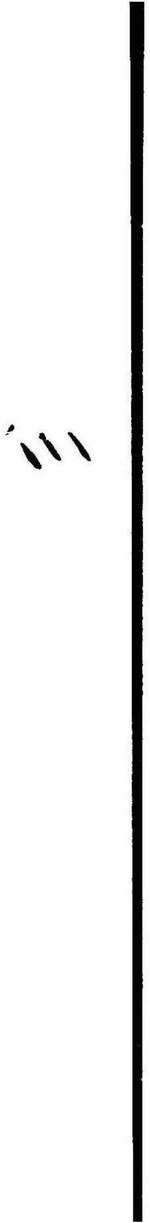
126

M R Talbot

U. S. Ship Yorktown,
August 28th 1845.

I hereby certify that Chaplain M. R. Talbot served as Judge Advocate upon the Naval general Court Martial convened on board this ship by order of Comr Charles W. Skinner, on the 18th & ten days, & that he has recorded its proceedings amounting to 126 pages —

R. B. Cunningham
Commander &
President of the Court.



62

U. S. Ship Jamestown
Port Praya
Island of St Jago
29th August 1858

Sir

Lieutenant Henry A. Bradford the Gentleman who will have the honor to hand you this, is ordered Despatches, has been supplied by the Consent and advice of the Surgeons to leave this Ship and Station

He is a Competent, industrious, and Excellent Officer, and as such I commend him to the favourable Consideration of the Department

I have the Honor to be
Very respectfully Sir
your Obedient Servant
Chas. W. Pickering
Commanding U.S. Sloop of War
Jamestown

Hon. Lewis Cass Jr.
Secretary of State
Washington

Recd Sept 21

To The Hon.ble Thomas Corwin
Secretary of the Treasury
Washington

By the hands of
Lieutenant Hartstene

No 33

63

U. S. Ship Jamestown
Porto Grande
Islands St Vincents
12th October 1845

Sir.

I have the honor to forward answers to your letters addressed to the officers of the U. S. Brig "Truxtun", calling for explanations in relation to the duel which took place between Lieutenant Hunt and Passed Midshipman Creighton of that Vessel. Also certain questions proposed to them by myself, with their answers—

From these documents it appears that the conduct of Passed Midshipman McDonough on the occasion was extremely culpable, in short, that the principals in the unfortunate affair were both desirous to settle their difference amicably, but were deterred from doing so by Mr McDonough— The want of independence displayed by Lieut Hunt, in permitting Mr McDonough to forbid Dr Holmes to interfere, (as set forth in his statement,) to adjust the matter, although desired so to do by Lieut Hunt, was very singular; in short, it appears the matter was confided entirely to that officer, who had it in his power to have settled the difference amicably, and I therefore consider him responsible for the unhappy result—

I have the honor to be
Respectfully Sir Your Obt Sert
Chas. Wm Skinner
Commanding U. S. Naval Forces
Western Coast of Africa

The Hon.ble George Bancroft
Secretary of the Navy
Washington

[illegible] Big Bottom Pet Dogs Dear,
[illegible] pen [illegible]

Sir,

On my arrival at this place yesterday, I received your
dear dated April 15th and have to inform you
I received it.

I know nothing of the difficulties which
have risen between Gt Britain and Russia, but
suppose, as did Genl Jackson, that any misunderstanding
I request until 16th August, & the meeting of Congress
16th August, & in case the Emperor refuses that I
should leave it on that day, I demand to receive from
him this step, but in vain; he stated as a reason for it, that
would not remain in a mess where he was "bonded."
Genl Ashe at Price, Bland in that city, and that Mr
Gen. till late in the afternoon, when after my return, with
Col. Church, Col McDonough held an hour
meeting. At this time which he desired, & which
not from any, upon his requiring promise when
with him, Inside, I handed to challenge signed by
Creighton and Arnold. It will Must, he told me
Col Must had decided & accept the challenge,
that all the parties, per my direction that I should
company them & the place of meeting, in Oregon Mr
directly opposite. & the 16th then and at about 12 o'clock
them between. Col Must, Col McDonough and myself
did I then all my resolution in this respect, then as
and urgently requested to do. Thus ended

Copy No 24

press upon [illegible] the necessity of settling the affair
some other way than by resort to arms, and expressed a
wish on the part of the whole Corps of Artillery
at Bladensburg, if possible to be brought to
an honorable adjustment of the affair stating that I had as the slightest
idea that Lt Bryan or Lt Wright in any way and that I
would readily agree to any honorable terms for the settlement
of the affair. Stating that he had been selected to bear a
message that if belonged wholly to him, and that
with his consent, & the Lt Colo must accompany him
though I could not speak with any authority for him
might arrange with the Lt Colo Wright as any other misfortune
might do. I called upon Lt Colo Wright accordingly
after a moment's consultation, that gentleman asked me
had any authority from Lt Colo Bryan to speak with him on
subject. I replied that I had not. He then said that
could hold a conversation with me about it as the affair
at that time was no longer in his hands. For the last
I did not believe that any meeting could occur, & pre-
ven the possibility of it however I announced Lt Colo
that I should wish the Captain and Lt Wright
stopped. He told me that it did or should make no
interference with something which did not concern me,
being upon myself the hostility of both parties
determined therefore, I contented myself with having with
further to do with the affair. As nearly ten months
passed since the duel occurred, my recollection of

[illegible] may possibly be slightly in [illegible] & the main
[illegible] stated by me. I am sure that I am right

In answer to the second question proposed
by Genl Cocke, the artificial [illegible] Lt Colo Bryan
gave, stood as the second, & the arm in which
late wound made by him. He [illegible] him since, & presen
that he gave Lt Colo Bryan, Lt Colo Wright and myself
did, knew that Lt Boyle did not visit the place of duel
by any order or permission of mine; nor did I know
that he had accompanied the party until I saw him
meeting Lt Colo Bryan on the field when that gentleman
arrived on board.

I am Sir very respectfully,
Yr. Obt. Servt
Silas Horn.
Pass. Asst Surgeon
U. S. Navy.

Surgeon George Blanchard
Medical Bureau of the Navy
Washington
D. C.

U.S. Brig Pontchartrain
West Pt. Pray.
Sept. 18. 1842.

Sir

In compliance with your Order of the 15th of April I herewith transmit to you the following Statements of the Facts between Lt. Hunt & myself.

On the Evening of the 13th of November in the Harbor of West Bay Pinos Island, on board of this Vessel, Mr Hunt & myself had some altercation in the Wardroom, with regards to some words made use of by me to him, (which I do not recollect) I left the Wardroom (Mr Hunt at this time remaining in the Wardroom) & retired to my Berth, in an excited manner & meant (as I thought to impress my feelings. Went upon deck & walked upon the Lee rail with Lt. Reid & was speaking of Mr Hunts Manners towards me. When Lt. Reid

Mr Hunt's leave from the Board to
Hotels calling me. I then went to
him at the Hotels. He said
"I heard you talking about me
Then heard every word you
Said." I then said My Lords I
Then the Evening I that he was
Lordships listened — He appeared angry
I said some few other words to
Demand or Seek a few more
ted Then went out to the Mess
Her Hims. I asked him to Explain
him self. Only he Spoke to me in
Excited Manner that I th
it was very uncalled for and
Not solicited it. He said he
Not having any thing to say about
I must not give me any Explan
I then returned and did not say
the Suspect until the Morning
the 16th When after Breakfast then
he was less Excited I understand
My Question of the previous Evening
Shd refused to give me an Explan
I then told him I should leave the Mess
Not Remain when I was imposed upon
I should report him with Captain
then Said with regard to leaving the

he advised me not to. But with regard to
reporting him to the Captain, that then
Be other ways of telling the difficulty
I told him "Certainly that I understood
him," I then left the Mess & went into the
Steerage, when I spoke him a word or two
on the "Taking that as he had so willingly
thrown down the Glove, or Gauntlet that
I had no other way of doing than to pick
it up." I had no Friend to call upon.
having left the Mess Room previously in
I had no Claim upon the Friendship
of any one. Thereupon Passed the D.
McDonough acting Master of the Brig
at that time was to act for both P.
Make the necessary arrangements
No one ever came to me in behalf of
Mr Hunt with regard to any amicable
adjustment of the difficulty — not a word
was spoken on the Subject by me. Sometime
Before our leaving the Ship for the Shore
I asked Mr McDonough if the difficulty could
not be arranged amicably, & told him
of the friendship I had for Mr Hunt, but
that I would not accede to anything after
leaving the vessel. But he appeared so
unwilling to all appearance, to do any thing

of The time, and although I could not doubt The
Admiral to be The better That I was de
-termined not to place My life in
hazard at the last moment when
humanity as paid to Mr Bishop me
Gratitude My Determination who Genero
-ffers his Friendship What had he
after Hours of the Department no do
-bt he will be informed. I give the a
full explanation of my Conduct
Sirs I remain with Great your obedt

I am Sir
Very respectfully
your obt Servt
N. T. Blakely Lieut. U.S.N.
Past Office

To
The Hon.
Jno Y Mason
Secretary of the Navy
Washington

U.S. Brig Enterprise
Port of Spain
Trinidad

4 June 1829

Sir

I have the honor to inform you that I arrived at this port on the 31st ult. and that I am now ready for sea. I have to request that you will be pleased to order a survey to be held upon my late Commander Mr. Alexander Slidell and Midshipman Edward Hunter, who died on board of this vessel on the 29th ult. and that I may be informed at what time I may expect to receive the Surgeons Certificate of their Deaths, as I am desirous of sailing from this place as soon as possible.

I have the honor to be Sir
Your most obedient Servant
Wm. L. Hudgins
Lieut. Commanding

To
The Hon.
John Y. Mason
Secretary of the Navy
Washington

About to proceed to sea, I received a letter from Mr. Consul Crichton, requesting me to receive on board, and convey to Barbadoes, Mr. Alexander Slidell, late Commander of the U.S. Brig Enterprise, who had been dismissed the service by the sentence of a Court Martial, and who was desirous of proceeding to Barbadoes, in order to embark in the packet for England. Knowing that Mr. Slidell had been tried by a Court Martial, and that the sentence of the Court had been approved by the President of the United States, I declined receiving him on board, unless I received an order from the Department to do so. Mr. Slidell then requested that I would receive on board his servant, and his baggage, which I consented to do. Mr. Slidell then came on board, and I received from him the following letter:

Sir

I have the honor to request that you will receive on board the U.S. Brig under your command, my servant, and my baggage, and convey me to Barbadoes, where I wish to embark in the packet for England.

I am Sir
Very respectfully
Your obt Servt
A. Slidell

[illegible] out above
particularly by Mr M'Donagh
[illegible] to study the
advantage of his more part
[illegible] Mr. Hurst

Under these circ
thing I intended to act
[illegible] I accordingly
without however having the
slightest opportunity of ha
of the Offering, as the lo
was then waiting to convey
[illegible] on shore. and Mr
having expressed a desire
[illegible] to consent to my
[illegible] leaving the vessel."

I have the Hon
Sir
Your
[illegible]

Hon. Secretary
Navy
[illegible]
&c. &c. &c.

11 Mo 1

Ship

[illegible]

Henry A Clendon
Jack Leach
Thomas Wesley Mission

Peter Doyle
Surgeons Steward

U. S. Flag Steamer
Rio Janeiro
September 20 to 1870

Sir

Your letter of the 10th ult. requesting an explanation respecting a claim (of Mr J. B. Bond of Rio de Janeiro) upon me for 321$^{43}_{100}$ dollars, has been received.

In acknowledging the same, I beg leave to state that the account is correct, and that since my return from the Coast of Brazil in March '43 - I have been liquidating allotment tickets, claims of a previous date to that of Mr Bonds; and shall at the earliest possible time settle that of Mr Hugh Birckhead of "Baltimore" in the same manner.

I have the honor to be, with much respect,

Your obt. Servt.
Henry A Clemson
Actg Lieut
U. S. N.

Geo. Bancroft
Secty. Navy
Washington City

Questions proposed to Dr. David Skeen Skinner Creighton, in relation to the duel between Lieutenant Hunt, with his Answers.

Question 1st

Did you consider the remark of Lieutenant Hunt "that there were other ways of settling the difficulty existing between you," an invitation to challenge him to fight a duel-?

Answer. Yes, from his manner.

Question 2nd

Was there no other way of settling the difficulty but by referring it to the Captain, or fighting a duel?

Answer. I did not consider any other alternative of it.

Question 3rd

Had you recourse to any other means-?

Answer. I had not

Question 4th

Did not Dr. Holmes come to you from Lt Hunt for the purpose of adjusting the difficulty, if so, what course did you pursue on the occasion?

Answer. He did not come from Lt. Hunt, but merely on his own account.

Question 5th

Whose Lands did you consider the affair in?

Answer In the hands of Mr McDonnogh.

Question 6th

Before you left the Ship for the Shore, did you propose to Mr McDonnogh to settle the affair amicably, if so, what was his Conduct on the occasion?

Answer. His manner was careless and indifferent, he seemed to show no disposition to settle the matter, he asked me if I had written my letters &c &c

Question 7th

Could the matter have been settled amicably, had Mr McDonnogh desired it?

Answer. Yes.

Question 8th

Did any Conversation take place on the ground between yourself and Mr Hurst or Mr McDonnogh previously to, or after Mr Hurst was wounded; if so, repeat it.

Answer. No Conversation took place on the ground previously to Mr Hurst's being wounded. After he was wounded, I told Mr McDonnogh it was entirely his fault, and used reproachful language which I do not desire to repeat.

I Blakely Creighton
Past Mr &c
RN.

October 1st 1815.

Questions proposed to Midshipman Creighton, in relation to the Duel between Lieut Hurst Midshipman Creighton and Lieutenant Hurst with his Answers.

Question 1st

Do you state in your explanation of the affair between Messrs Hurst and Creighton, that the whole matter was referred in the hands of Mr McDonnogh. How did you come to this knowledge?

Answer Mr Creighton informed me the morning he went on Shore with Mr Hurst, that he would not be justifiable in going on Shore with Mr McDonnogh acting for both parties; he stated to me that Mr McDonnogh seemed inclined to the side of Mr Hurst, they having sailed together before they met in the Neptune, and asked me to accompany him which under these circumstances I did.

Question 2nd

Was you officer of the deck, when you was called upon to go on Shore as friend to Mr Creighton, if so, who relieved you?

Answer I was officer of the deck, and was relieved by Mr Phipps, Masters Mate. Mr Creighton expressed a desire to adjust the matter amicably, stating he loved Mr Hurst as a brother &c

53

Question 3rd

Did any Conversation take place on the ground between Messrs Hunt and Creighton, or any remarks pass, either before or after the fire, by either of the principals to Mr McDonough?

Answer - No Conversation took place between the parties before the fire - After Mr Hunt fell, Mr Creighton took his hand, and expressed his regret at the occurrence, and remarked to Mr McDonough that he was the cause of it. -

Wm T Thurlow
3rd Mid.n

October 1st 1815

Question proposed to Passed Assistant Surgeon Holmes, in relation to the Duel between Lieutenant Hunt and Passed Midshipman Creighton, with his reply -

Question

Pray state in your letter to the Hon.ble Secretary of the Navy, that Mr Hunt denied you, in the person of Mr McDonough, to go to Mr Creighton and express his wish that the existing difficulty between them might be adjusted amicably, and that he was desirous it should be done so on honorable terms - State fully the result of this proposal on the part of Mr Hunt.

Answer - I expressed my gratification at the proposal, and told him I would gladly act as Mediator between them - Mr McDonough, who was sitting near, said, in substance, that I could receive no authority from Mr Hunt in the matter, that the whole affair was Committed to him, and I must not interfere - Mr Hunt then added, that although I could not go with authority from him, yet that I could speak to Mr Creighton as a friend - Mr McDonough replied, he thought it could do no good - I called on Mr Creighton, and spoke to him on the Subject, and pointed out the Heinousness of the Offence he was about to Commit, and asked him if there was no way of adjusting the matter

Q L

matter amicably - He asked me if I was authorized by Lt Hunt to speak to him on the Subject; I replied in the negative; he then stated he could take no Concession on the subject, as the affair was no longer in his hands -

I was never under the impression the duel would take place, as I could not see there was any necessity for it -

Silas Holmes
Asst Surgt 1st Regt
U S Navy

U S Ship Truxtun
Callao 1st 1835

Questions proposed to Peter S Doyle Surgeons Steward U S Ship Truxtun, in relation to the duel between Lieutenant Hunt and Passed Midshipman Creighton, with his replies -

Question 1st

You have stated that you attended Messrs Hunt and Creighton to the ground with Tourniquets &c by order of Mr McDonough - Did you express an unwillingness to go with them previously to the order?

Answer. Mr McDonough ordered me to go with them to the ground - I objected, without I had first obtained the permission of the Surgeon - Mr McDonough said "I order you, and will be responsible to the Surgeon" -

Question 2nd

By whose authority did you take the Tourniquets and Dressings from the Surgeon's Department?

Answer. By order of Mr McDonough.

Question 3rd

Was Dr. Holmes ignorant of your having done so?

Answer. He was.

Question 4th

At what time did you receive the order from Mr McDonough?

Answer. A little after day light

(over)

No 321 2

U. S. Ship Jamestown
Port Praia
Island of Fogo
25th October 1845

Sir,

In my communication of the 29th ult, by the Brig Swiftsure via Gibraltar, I had the honor to inform you that on the 3rd Instant, having completed my supplies, and

being in every expectation of the Ina in, we proceed for Water and Provisions, towards the Southampton Rock in Fontinas Bay, and awaited the arrival of the expected Vessel, but not making her appearance, on the 23rd I despatched the Southampton to Porto Praya, to ascertain and to bring up some Stores of which we were in need.

As I had intended the Instant I join me here in the Ft Coast, I determined to wait her arrival, in hopes in the mean time the Warren would come in. On the 25th September the Instant joined, and bro't me information that an American Whaler had been seized by the Portuguese Authorities at the Isle of Pal in consequence of having anchored in Madeira Bay, in violation of the Laws of Portugal, to this Port, there to pay a fine of some Hundreds of Dollars awarded. Commander Bruce called on the Governor General at Porto Praia, who informed him the matter was settled at this Province, that the Portuguese Justice Had the Control of such cases, & accordingly

accordingly waited on that gentleman. The United States that the cause of the Vessel's detention arose from the fact that the Master of the Vessel refused to pay the fine, or give Security to the amount of the Penalty. The two Persons employed to guard the Vessel, which made part of the Vessel's Cargo - Immediately addressed a letter to the German Consul (a Copy of which Papers, titled A) and dispatched the Interpreter with it, on the next day, the 25th) to Bonavista the residence of the Consul. On the 29th the Superintendent received without any intelligence of the Interpreter returned on the 31st. Letter with the German reply (titled B) By this I received a Note from the Gardner, American Consul for these Islands, informing me he was there for the purpose of attending on Behalf of the Owner of the Vessel. My Authority for the detention of the German Vessel (which he had no Interest) was the Seizure of this Islands.

The Interpreter is suffering from the sickness of this Season, made debility of the Crew; she is badly off for Fish and Stores, the former I cannot do to be supplied by the most expeditious Means, such as Vessels to dispatch and Materials Procured, but for the order on board this Ships. I gave orders to Commander Bruce to purchase the Interpreter, in reply, he inclosed the Commander Letter from the Acting Surgeon (titled C) Surgeon issued to Interpreter, & last Surgeon the order (titled D) made received from him the report (titled D°) The Boatswain

and

A

Copy

United States Consulate
Island of Terceira
25th September 1845

Sir

On the arrival at this port of the United States Brig Lexington I learned with regret that the American Brig Grace Darling had been siezed by the Authorities at Madeira (Islands of Sal) in consequence of an hostile act that place in violation of an Ordinance of the Government of Portugal enacted in June 1844, and which did not go into operation until March 1845, of the existence of which, it has been represented to me, the Master of the Brig was entirely ignorant at the time, he having been two days absent on his voyage.

As the object of the Ordinance is, I presume, designed solely to prevent illicit traffic, and as there is no reason to suppose that it was the intention of the Master of the Grace Darling in anchoring, but only object being to make some repairs preparatory to her passage to the United States, I trust your Excellency will cause her to be liberated, and the Vessel, papers & cargo attached

attached to the violation of the Ordinance. Permitted me to represent to your Excellency that I suffered the great damage according to detention and fine to pay on the Queen's Ship Ella now in port Commanded by the Master of the vessel, in good faith, he not being aware that he was acting in violation of the Ordinance in a Station, between which and the Cape Verd Islands there always exists a regular communication.

I hope, for the sake of the Luxton, to learn that your Excellency has caused the restrictions to be removed, and that the Vessel is at liberty to resume her voyage.

I have the honor to be,
Your Excellency's
Most Obedient,
Humble Servant,
(signed) Chas. Wm. Skinner
Commander in Chief
of the U.S. Naval Forces
Western Coast of Africa.

His Excellency
Don José Marques Moreira
Colonial Council of the Province of Cape de Verde
Boa Vista

Per Commander Bruce
26 Sept 1859 Luxton

No. 5.

Chancellerie
de Gibraltar
Office of Islands
1st March 1844.

Sir,

I have the honor to inform your Excellency that I have this day received from the Alcaide of Algeciras a Spanish Subject named Francisco Mendoza charged with the crime of Murder committed on board of the Island of Tarifa; and in answer, I beg to say to your Excellency that the Supreme Court of Judicature of this Island of Gibraltar is the only Tribunal competent to try the said Criminal, and that I shall therefore, in my Authority, be unable to comply with your Excellency's requisition when the immediate delivery of the said Criminal without the intervention of the Judicial Authority

But at the same time, I think it my duty to make some considerations upon the contents of your Excellency's Official Letter. And I shall first observe that if the Accused in question was detained by the Crew of the Island of Tarifa, it was occasioned in

the refusal of the Captain to pay the fine which
had incurred, as well as upon his obstinate
passing to give a Bond for the security of the
as Myself should the same Captain, and to
he must attribute the detention of the said Vessel
is suffering one mile Sugar like a penal sentence
be given, if the Captain insisted upon not giving
Bond, which he can do at any time -

I remind your Excellency likewise, that the Law, which prohibits not only
Foreign Vessels but also Portuguese, from trading
in those ports, where there is no Custom House
was enacted previous to June 1844. as it took
effect on December 1st 1842, and consequently
condemns the assertion last stated, that this
Edict was dated only in June 1844, and
into operation in March of this year, and
determination was intended to prevent the irregu-
larities of Commerce, and defalcation in the Revenues, which was very easy to practice in
when there was no Fiscal Authority, and when
Captain asserts that he went into a Port where
ought not to lay either by our legislation or
of other Countries with the same intention of
preparatory repairs, the Custom House could
only proceeding as it did, it being left to
Captain who broke this law in a Portuguese Port
the Expediency of giving a Bond. the only

which he could save his Vessel, which being given
any time to the Judicial Authorities, he can
these Islands without any inconvenience,
which he refuses to do, and I cannot wait for
the end of such resistance so opposed to
and interests.

I regret exceedingly from the dis-
tinguished consideration that I have to your
Excellency, that I cannot comply with your
request

I have the honor to be
Your Excellency's
Most Obt. Servt
Jose Jose Miguel de Lorenzana
Brigadier General

To the Honorable
Chas. H. Skinner
Commander in Chief U.S. Naval Forces
Western Coast of Africa.

C

Copi

U. S. Brig Truxtun
Harbor of Porto Grande
3rd October 1845.

Sir,

I consider it my duty to inform you that the health of the Officers and Men attached to this Vessel, is at present so very feeble as to render it impossible for us to make another Cruise upon the Coast of Africa without great danger; my self & the Officers, who without any new marked disorder, are hardly able to perform the light duty which is required of them in Port; to depart on a Cruise, being on the Coast would, in my judgement be dangerous to all, and I am quite certain, fatal to some.

It is with much reluctance that I make this report, but I am most unwilling to set out upon another Cruise without relieving myself of the responsibility, by reporting it as the danger which in my opinion would attend it.

I am, Sir, Very Respectfully
Your Obt Servt
(Signed) Silas Stivers
Pass. Asst Surgeon
U. S. Navy

H. Bruce Esq
Comg. U.S. Brig "Truxtun"

Copy

D

U. S. Ship Jamestown
Port Elizabeth
3rd February 1865

Sir

I have to report that Passed Assistant Surgeon Silas Holmes, relieving Surgeon of the U.S. Ship Saginaw, commanded by Commander Bruce this day, setting forth the inability of that Vessel to perform a cruise on the East Coast of Africa, in Consequence of the Sickly and debilitated Condition of her Officers and Crew. You will therefore repair on board the Steamer Wyoming, accompanied by Relieving Surgeon J. F. Buchanan, and Assistant Surgeon R. T. Maccoun, Examine into the state and Condition of the Officers and Crew, and report to me in writing the result of your opinions.

I am Respectfully, Sir
Your Ob't Serv't
(Signed) Chas. Wm. Skinner
Commodore Commanding
U. S. Naval Forces
Western Coast of Africa

Dr Wm. F. Patton
Fleet Surgeon
African Squadron

E

U.S.S. Brig Porter
Bonny River Oct 4th 1859

Sir

In compliance with your order of yesterday, we have visited the U.S. Brig Porter, and have to report as follows:—

Two of the Ward Room and One of the Steerage Officers are in our opinion unfit for duty upon any Station; and as well as we can judge from the general examination we have been able to make of the officers and crew, we consider that a Cruize on the Coast at this time would be attended with serious consequences.

We have the honor to be,
Very Respectfully,
Your obed't Servants.
Wm. F. Patton
Fleet Surgeon

C. Francis Heckerman
Ch. Surgeon

Peter De Mauriac
Apt Surg. U.S.N.

Commodore Chas. William Skinner
Commander in Chief of
U.S. Naval Forces
West Coast of Africa.

78

U.S. Brig Dolphin
Port Grande
10th October 1845

Sir

Report to me in writing the names of the Officers of the U.S. Brig Dolphin, under your Commands, that slept on shore at Princes Islands, and Porto Praya, with the circumstances — Also, the names of those who remained on shore after Sun set on the Coast of Africa, how regularly it was done, and by whose Authority, with such explanations as you may deem necessary to put me in possession of all the facts

I am Respectfully Sir,
Your Obt Servt
(Signed) Chas Wilkes
Commodore Commanding U.S. Naval Forces
Western Coast of Africa

(Commander Henry Bruce)
Commanding U.S. Brig "Dolphin"

G

(Copy)

H.M.S. Brig Swyftsure
Porto Grande
10th October 1845.

Sir,

In obedience to your order of this date, I have the honor to forward the following statement -

The Officers of this Vessel who slept on Shore at Prince's Islands, were Actg Lieut Clemson and Actg Master Woodward. They had gone to Church Bay with the intention of visiting the other side of the Islands; they made their visit, and returned to Church Bay but the wind was so high as to prevent their return to the Ships that day, and they were consequently obliged to remain on Shore that night.

Actg Masters' Mate Phipps slept on Shore one night at Accra; having missed the boat; this last occurred while the Squadron was under the command of Commodore Perry.

No other Officer of this Vessel, to my knowledge, has slept on Shore upon the Coast of Africa.

Actg Lieut Clemson is the only Officer of this Vessel, who has slept on Shore at Porto Praya since you assumed the

Command,

5L

Commander

The following are the names of the Officers who remained on Shore after Sun Set at Sierra Leone. Lieut. Blunt, frequently - Mr Master Clements, three times. Doctor Assistant Surgeon Hastings, once. Purser Cutler, frequently. Mid.n Jackson, once. Mr Jones Chiefs, two or three times. Carpenter Mr Daniels, once. Mr Cribb, & Clerk, once, and frequently three times.

No authority was given by me to any of these officers to remain on Shore after Sunset.

It is proper to state that there was no General at Sierra Leone at the time of our visit. We were engaged in getting the Brig Spitfire ready for Home, and left the Authorities and Citizens Strongly desirous of paying us every attention; in order to accept of their invitation, it was necessary to remain on Shore a short time after Sun Set.

I was desired by the inhabitants that no visits was received by this Course, and no disease actually followed, which could be traced to our visit to this place, in my opinion, as well as that of my Medical Officers, whose confidence to that effect is excessive.

I have the honor to be
Very Respectfully, Sir
Your Mo.t Ob.t Serv.t
(Signed) Henry Bruce
Com.r

Commodore Charles H. Skinner
Commanding U.S. Naval Forces
West Coast of Africa

(1 Enc.)

U.S. Hospital Steamer
"City Memphis"
October 16th 1865

Sir,

I have the honor to communicate herewith a report of the Medical Officer in charge of the Typhoid Fever Cases on board this Steamer, in which you will find the cause of any sickness, either then, or at any time since, on board this Vessel, made clear. The efficiency as regards health has not, in any instance, in any manner interfered with. In the morning after our arrival at Savannah, Ten Cases appeared upon my sick list; Eight of these were discharged cured before the 1st of that place, one had taken passage in the Hospital, and of the whole ten, one only remained left. At the time of our visit there it was in Convalescence, and I have not been able to trace its origin (case of disease) to our anchoring at that place.

I have the honor to be, Sir,
Respectfully, Your Obt. Servt
(Signed) Silas Holmes.
Asst. Surgeon U.S. Army

A. Bruce Esq
Comg U.S. Hospl Steamer "Memphis"

Owner of the Guyton, in consequence of the sickness of the Pilot Officers, have been compelled to take charge of their Sick. Commander Bruce regrets to be reliably on the 9th that certain Officers had left on Shore at Punta Solano and at Punta Lagos, and that they had also remained on Shore late at night at Punta Lagos. As his orders were positive that no one should remain on Shore after 2 P.M., I addressed to him the accompanying Communication (Letter F") under cover of his reply (Letter G) with a request to have his Communication, for me with Prisoners the Officers remained on Shore at Punta Lagos without his authority, the misbehaviour of his own people; I felt it my duty to dispatch Immediately this Communication, under cover to Commodore the sickness of his Officers & to put them on board the American Whaler bound to the U. States; & her I forwarded this, under cover to the Consul at Lima, the answer; the Officers returned on board the Guyton.

It is my intention to proceed with this Ship under the Southampton to the Coast, she will answer the purpose of showing our Flag in place of the Guyton. It is unnecessary to state that our Vessels are perfectly efficient, under no Case of Misfortune our situation will be extremely unpleasant. I am Exceedingly anxious to hear from the

Dupl received 24 M

E

limited State, we can of ourselves (from accounts
we have up from Mexico) appear to be
considered; this anxiety has kept me in such conjec-
ture as I should have considered under other circumstan
the disbursements of remaining in such a place as intend
said. My own health is not very good, that of the
Officers and Crew is generally good.

The Vessels will be kept in Com
such readiness for any emergency that may arise
so far as constant gentle exercise and attention
to health can contribute to this effect

I have the Honor to be,
Respectfully Sir,
Your Ob. Sert.
Chs. W. Morgan
Commanding U.S. Naval F
Boston Mass. 24th

To
The Hon: Levi Woodbury
Secretary of the Navy
Washington

No 36.

81

U. S. Ship "James Town"
Porto Grande
Islands St Vincents
18th October 1845.

Sir.

I inclose a Correspondence (handed to me by Commander Bruce) which took place at the Town Saloon the Month of August, between Messrs Wilson (an American Missionary,) Commander Bruce of the Yorktown, and the French Officers on that Station, in relation to the difficulties existing between Mr Wilson, the French, and Natives - also the Report of Commander Bruce on the subject (a Copy of which is inclosed, marked No 1) and his letter (No 2) in answer to one from me (No 3) calling for more explicit information in relation to the difficulty in which he was involved with the French -

It appears from his Report and letter, that Commander Bruce, influenced by the Ex parte statement of Mr Wilson, withheld, at first, those Courtesies from the French Flag to which it was entitled; this led to reciprocatory steps on the part of the French Commander-in-Chief, and drew from the Officer in Command of the last Steamer, the letter desiring to know whether Commander Bruce intended to salute the Flag of France, or not, that he might report the matter officially to the Government of France - I have expressed to Commander Bruce my disapprobation of his Conduct on the occasion, and admonished him not to suffer his feelings again to influence him, so far as to cause him to forget the respect due the Flag of a Nation in amity with the United States, especially in their own waters - -

From the spirit manifested by Mr Wilson

Wilson in his Communications to Commander Bruce, and information derived from some Indians to credit, I am apprehensive that that Gentleman made himself a party in the Affair, and has drawn on himself the displeasure of the French, to whom the Country had been ceded by the Natives, and which reason they now choose to withhold. If Missionaries would be content with simply keeping the duties of their sacred Office they would never be molested —

It appears Mr Wilson visited the American Flag during the attack of the French on the Town — He states that he was advised to do so, in Case of such an event, (which was anticipated,) by American Officers whom he names — I consider the advice injudicious and the act improper, as no one, I believe, is authorized to hoist the Flag of the United States in a Foreign Territory, but the accredited Agents of the Government — The Yorktown will touch there in passing, and should difficulty exist, Commander Bell will do all that may be proper on the occasion —

The Translations of the Communications of the French Officers were made on board the Yorktown, and in all probability, from an imperfect knowledge of the language, are not very Correct — The Originals are in possession of Commander Bruce.

I have the honor to be,
Respectfully, &c
Your Obedient Servant
Tha. W. Wyman
Commanding U.S. Naval Forces
Western Coast of Africa

To
The Hon. George Bancroft
Secretary of the Navy
Washington

(101)

In obedience to your Order of Feb 26th I sailed from this place on the 2d of June, on my Cruise to the Leeward -

On the Morning of the 3rd of July, while at anchor the outer edge of St Anns Shoals, I was boarded by a boat from H Bn Sloop Penelope, Commodore Jones, and on the 5th left off the mouth of the Gallinas River, by a boat from H M Sloop Heleen, Captn Mansell, at anchor there -

I made Cape Mount on the same Evening - the Morning of the 6th I spoke H M Brig Myrmidon Capt Fish, and the afternoon of the same day I anchored at Sherbro. After Communicating with the Shore, we got underweigh -

In the afternoon of July 8th we shaped our Course for Sierra Leone -

On the Morning of the 10th we anchored at Bc Palmas, and sailed on the Evening of the same day, after communicating with the Shore -

On the 12th at Noon, shaped our Colors off Grande Lahoo, and anchored the same Evening off Three Towns - next Morning we got underweigh, and on the Morning of the 15th shaped our Colors off Ecky Ticky, and on the afternoon of the same day off Del Mina, and Cape Coast Castle -

On the 17th we anchored at Accra, and during the next day, came too off the Volta on the Evening of the 18th - The next Morning, the 19th we sailed, and at noon shaped our Colors off Quitta - At 1 P.M. of the same day we communicated with H.M. Brig Star, Capt Dunlop - having been informed by Capt Dunlop that he was short of Provisions,

[illegible] Sumpter did not think that he considered necessary
[illegible] the same enemy, continued in our Cause, and anchored
[illegible] Bay, [illegible] the 30th

Having finished watering Ship here, we got
[illegible] to sea the 31st, and proceeded to Gamma Bay - The
[illegible] Bay on the Morning of the 31st, & anchored
off King Louis town, in the Gabon River, on the 2nd of August -

Immediately after anchoring, we were visited
by an officer from the French Fort, just below the Town -

The same evening I received a Communica
tion from Mr Wilson, an American Missionary residing there, a Copy
of which accompanies this report, marked A. - -

On the Morning of Sunday, the 3rd of Augt
I received a return from the Officer in Command of the French
Fort, a Copy of which is enclosed, marked B. - By this note
I was informed, that the French Government
had ratified the Treaties by which the Native Chiefs acknow
ledged the French Sovereignty over their Territories, and
were invited to salute the French Flag -

At first, I hesitated to Comply with this
invitation in Consequence of Mr Wilson's representations - I
was, however, informed by Capt Hardcourgere, Commanding
the French Brig of War "Factigue" at anchor in the River
that he had visited Mr Wilson, for the purpose of inform
ing him that he was residing upon French Territory, and tha
he had offered to him, and his family, an asylum, either
on board his Vessel, or in the French Fort, during the attack
which he proposed to make upon the Town - - Capt Hard
courgere added, that Mr Wilson declined this offer, assigning as a
reason that he was under the protection of King Glass, and
that if this should prove to be insufficient, he should provide
himself with the American Flag -

I was led to believe, therefore, that
the injuries of which Mr Wilson Complained, were such
as

as could not have been avoided by the French Commander ... Having however ascertained by personal examination that the French jurisdiction was on all hands acknowledged, and that their Flag was flying over the whole Factory, I proceeded on shore ... and on the Morning of Monday the 4th I exchanged Visits with the French Fort.

A Copy of my reply to the Commandant of the Fort, dated Aug.t 3rd accompanies the Copy of his Note.

It may be proper for me to observe here, that the French Commander exhibited to me on board his own Vessel without any solicitation of mine, all the Treaties between his Government and the Chiefs on the River.

In order that I might present to you in writing all the important facts in the Case, I addressed two Communications to Capt.n D'Hardivuyere, Copies of which are enclosed marked **C** and **D**. to these I received replies, Copies of which are also Enclosed, marked **E. F** and **G** in which the previous verbal statements were reiterated, and confirmed.

It was very evident to me, that though the Natives had surrendered their Territory to the French, the impression had been made upon them (by some one) that the Arrival of an American or English Man of War, they would be assisted in evading the fulfilment of their Treaties, which they now regretted having made. This impression I was desirous of removing, both in justice to themselves and from a wish to show them the policy of our Government not to interfere in the affairs of Nations, with whom we were at peace.

Being desirous of affording every assistance in my power to Mr Wilson, and feeling certain of the intention entertained by the French Commander as to his Agency in exciting the resistance of the Natives to French Authority. I felt it my duty to recommend to him

to him to leave the River, and placed my Vessel at his disposal for
his property, and my Cabin for himself and his family - - - -
Mr Thomas and Mr Wilson and persuaded that in
much sickness to leave, still he knew of my Vessel
he would to take on board himself, and his family, with the
property of the Mission under his charge, and moreover considered
~~it his duty to remain until the end of his~~ ~~further stay~~
~~should be at an end~~ -

Finding that my presence could be o
no further service to my Countrymen on Shore, I left the
Gabon on the 5th of August - Mr and Mrs Bushnell of
the same Mission, being in ill health, and desirous of returning
to the United States, took passage with me to Monrovia -

On the 14th we passed an English Man
of War Brig - On Thursday the 21st I anchored at Cape
Palmas, and sailed on the 22d for Monrovia, where we
arrived on the 25th and landed our passengers, Mr and Mrs Bushn
Finding the supply of Bread on board
to be so small as not to warrant a longer stay, and moreov
it to be of very bad quality, and having ascertained that ab
remaining in the Naval Store was also bad, I thought i
advisable to leave Monrovia, which we did on the 6th inst
and arrived at this Port on the 17th -

The usual reports will accompany
this -

I beg Respectfully,
I have the Honor to be,
Your Ob't Serv't
(signed) Henry Bruce
Commander -

Commodore Charles H. Skinner -
Commanding U.S. Naval Forces,
Western Coast of Africa

Copy. (No. 2)

H. S. Brig Enterprise
Porto Grande
October 8th 1845.

Sir

On coming on board this morning I found your letter of this day, and do I hasten to give you the required information —

The visit of the officer from Fort d'Amade was made immediately upon my anchoring, and had for its object only to bring me the Compliments of the Commander, the visit with tender of services. No mention was made of any salute — Mr Phipps acted as interpreter on this occasion.

In relation to the French Brig of War, the facts are these. Just before eight o'clock on the morning after my arrival at the Gabroon, the French Brig of War "Tactique", which had been lying on the other side of the River came out, and anchored near us. During my visit to the Governor that forenoon, I had heard from the American Missionary residing there, complaints of the treatment of the Commander of the "Tactique" to him, which he described unwarrantable rude. I came on board influenced by the feelings excited by the Missionary's representations, and when the Brig came out, while I was not in the least disposed to insult him, yet I did not think it proper to exhibit towards him a cordiality which at the time I did not actually feel — therefore did not hoist my Colors till the usual hour —

The Statement which follows will show how difficulty arising from this circumstance was adjusted — On the same morning after Muster, Lt Blunt, by my order, returned the visit

the visit from the Fort, making any Compliments to its Commander, and requesting the restoration of Mr Wilson's boat; the Commanding Officer was absent, but was met by Mr Blunt on his return, and informed that he had visited the Fort, and the object of that visit - The French Officer replied that he would see him on board the "Tactique", and put back towards her - Mr Blunt returned to the Lyncium; at the time, I was on shore at

Mr Wilson's return an Officer sent by Mr Blunt, informed me of the French Officer's reply - On return, I directed the Officer to say to Mr Blunt, that I wished him to go on board the Tactique, repeat the request for the boat, and say to her Commander that I had not visited his Vessel because I was to wait in a French Port, and had not yet received the customary call from him, though I had waited on board some time, in Expectation of it - He replied to Mr Blunt that he had not called upon me, because when he came in, and anchored in the Morning, I had not hoisted my Colors, though his own were flying - I directed Mr Blunt to proceed immediately on board the "Tactique", and say to the Commander, that I disavowed any intention of insulting the French Flag; he immediately sent an Officer on board to make the usual call, and the visits were exchanged in the most friendly manner -

You will notice that the statements made in this letter are substantially the same with those I have already communicated to you verbally; I did not think them sufficiently important to be Embodied in my official report -

I have the Honor to be, Sir
Very Respectfully
Your Obt. Servt.
(Signed) Henry Bruce
Commander -

Commodore Charles H. Skinner
Commanding U.S. Naval Forces
Western Coast of Africa

Copy.

(No 3)

H.M.S. This Jamestown
Costa Grande
8th October 1845

Sir.

For the better understanding of the occurrence which took place at the River Gabon, between myself and the French Officers at that place, I feel it my duty to call on you for an explicit statement of all that took place on that occasion, including the visit of the Officer from Fort d'Aumale, and his object, the arrival of the French Brig-of-War from the other side of the River, the reasons for not hoisting your Colors on her passing, and the manner in which the difficulty arising from that circumstance was adjusted - - - This information will enable me to form a correct opinion on the subject, and take such measures as the Case may call for hereafter -

I am, Respectfully, Sir
Your Obt. Servt
(Signed) Chas Hope Shirley
Commodore Commanding H.M. Naval Forces
Western Coast of Africa

Commander Henry Bruce
Commanding H.M. Brig Trinculo

(Copie)

[illegible]

Commandeurs [illegible] Paris

Commandeur [illegible] Paris, Dublin

[illegible],

[illegible] les lettres de [illegible] avait [illegible] pour
considération, [illegible] [illegible] [illegible] [illegible]
[illegible] Commandeurs [illegible] the
Eastern [illegible], avait appelé, avec les [illegible]
[illegible] [illegible] de la, [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

Lane — "This, we might have been spared, as it appears by that very English vessel at the bar in the River, and the Commander came ashore, and we have seen, & done by his head men, & spoke, thereupon he waiting for this evening or tomorrow. — From him learned, he came up to Barataria, and after entering our harbour immediately, he introduced himself to us, that he was that of another such appointment as ours, he produced, he produced certain papers from the Native town, & although he "would not tell the time to come to our place, he would not be responsible for any mischief that a chance shot might do". — I replied that we had nothing to do with the politicks & affairs of the Country, that it was, was his people voluntarily surrendered their Country, into the hands of the French, or if they were reduced to subjection by positive measures, (it mattered not to me by what process the thing might be effected) the words "they the powers that be". — Part as the treaty have never been executed in a single point, as the Natives denied the existence of any treaty at all, & as they had openly maintained since — -pearance ch to the present time, we would stand upon neutral ground until the contest was decided, and feared any collision take place in the mean time between the Natives, & the French, so as to endanger our property or personal safety, we would rely upon the U. S. Ship for protection, especially after the caution he had just thrown out. — He denied that there could be any neutrality in the case, that as we were not the political representatives of our Country, we could have no positive character whatever, & that he was not bound to know that there were American Citizens in the Country; but still he said, (and it was with a laugh, too), if I was only waiting to see French Authority established in order to acknowledge

it, & shall ever form the principal of my future conduct. — The principles laid down by Commodore Fournier, must serve to show him the necessity of observing from them no very precautions, he be, at that it would be rendered us a matter of courtesy, and not of obligation. —

I would not have you understand this as a <u>letter</u> interpretation of the Convention which took place between us, but it is substantially the same, and these were the phrases that were <u>used</u> — <u>used</u>, or by such, those which were used —

The Blockade was renewed the next morning, on a Chastisement of the offence that had been given the day before, and every thing in the shape of a vessel or boat that was seen afloat in front of the Capitol, & supposed to belong to his people, was seized or destroyed. —

Mr Bushnell's Career in the performance of a voyage from this place to Oreyonoque, was seen, pursued, and taken among the prizes. —

Several Natives belonging to the place were taken before the blockade was generally known, but by a general conspiracy of the aborigines of the Continent, the French were deceived, & then made their escape. — Finding they could get hold of none of the principal Men, and finding no disposition on the part of the people to negotiate on their terms, they resolved on a stratagem. —

An embassy of natives residing near the block-house, & known to be on friendly terms with this people, was sent by the Commander to say, that if they would have the French Colors raised the next morning in compliment to the man of war, and as an apology for the affront he had offered the week before, he would weigh his Anchor, & leave the people to raise their Colors as they chose in future, but intimated a desire that they might be hoisted the next morning

on a flag staff that would be sent from the Vessel—
Tiña Glass had no objection to hoist the French Flag
the next morning, since it would be in accordance
with former usage, and in view of the offered bowl,
was willing that the Com.r might continue it into
a compliment or a bribe, or both, if he chose, but
he preferred to furnish a flag staff himself —
An Officer came ashore early the next morning,
& proposed a compromise, that Tiña Glass should
furnish the pole, and he would the pulley & the rope —
Tiña Glass told him there were several suitable poles
at the place where the Colors were usually raised, &
he might select one, and erect it there, and have
he choose; but told his own people not to touch
it. — After completing his task, the Officer went up
to Tiña Glass' house, & told him that he had attached
an Ensign to the rope, and he must have it hoisted,
when that of the Man of War was raised. —
Tiña Glass' advisers were present, and he preferred
a Man might be sent from the Vessel to hoist
the Colors — the Officer replied, that he was authorized
to tell Tiña Glass, if the Colors were not raised
at Nine at the same time that they were on board
the Man of War, his towns would forthwith be
destroyed. — This time carrying the matter a little
too far, and the people united with one accord
to advise the consequences, denouncing the heaviest
penalties against the man who dared put forth
his hands to do the forbidden deed. —
The fact is, the proceedings of the French,
gave rise to the suspicion, that they were actuated
by the English or some other white nation from
taking the Country by forcible measures; since on
this occasion, should they raise the Colors with
their own hands, a National Salute would be
fired by the Man of War, and it would be said
that they had voluntarily surrendered their Country
into the hands of the French, which would place

it out of the power of any other nation to interfere in their behalf.—

"It soon was in the power of any other nation to interfere in their behalf.—

"It soon was in the power of any other nation to interfere in their behalf.—

"It soon was in

had not been brought under French jurisdiction at the time of the events which I am now about to relate, and to shew too, the necessity of the measures we were compelled to adopt, not so much for the protection of our property, as the preservation of our lives.—

The stratagem was this;— a second deputation of natives from the Beachhouse was sent to King Glass to say, that the French were now convinced that the people were not willing, to submit to French rule, and that he certainly would weigh his Anchor the next morning and go away, leaving King Glass and his people to act in future as they chose about raising Colors, provided they would haist the French Ensign upon a flag staff of their own erecting.— And to place the matter beyond all doubt, the deputation was instructed to take down the flag staff that had been raised by the French, since they had been persuaded further, to assume the responsibility of any further violence on the part of the French.— The people though distrustful in consequence of what had already taken place, could not nevertheless restrain their expressions of joy, at the prospect of returning peace, and the continuance of their independence; but to avoid the possibility of any further misunderstanding, the deputation were kept going to, and from the Vessel to the Shore all day, and towards night brought back the final unequivocal answer, that if they would raise the French Flag next morning as had been proposed, the Vessel would go away, and they should never again be molested about Flags.— It should be born in mind, that all these transactions were verbal, and through the agency of uneducated Natives, whilst there were other responsible foreigners in the river, and whilst the whole might have been conducted in writing, for there are many among King Glass' people who can read and write.—

But the object of the French was obvious: they

may deny any part of these statements they choose, but they will never be able to efface them from the minds of these natives— The Gabon may become a permanent possession of the French Crown, but the manner in which it was obtained, and especially the transactions of the 26th of July 1845 will be handed down as traditionary facts among the descendants of this people, to the remotest generations.—

But to return from this digression— the next morning the French Ensign was hoisted in due time, in the usual place, and the people expected the Vessel to weigh her Anchor & go away, in fulfillment of the solemn promises given the day before; but a boat was sent ashore to say, that the Comr wanted the flag staff, placed where he had formerly erected hers, and that it must be furnished with a pulley and a rope.— This quibbling was understood at once, and King Glass sent back word that as he was to be left in the undisturbed possession of his Country, he ought to be allowed to raise the Colors when, and how he pleased, provided there was no obvious affront offered to the French, as there had not been that morning— At the same time, a paper was placed in the hands of the Officer for the Comr, written the day before at the request of King Glass & his head-men, and by one of their own people; the substance of which was, to let the Comr know, that the French ensign had been raised that morning in compliment to the Man of War, and that they expected to adhere in future to their former usage of raising the Colors of all foreign nations without distinction.—

The people have no National Flag of their own— heretofore they have raised the Colors of whatever nation the Vessel belonged to; and if two Vessels of different Nations

nation is present at the same time, the Nations
[illegible] with the French now require
them, even to raise the Colors of any other foreign
Nation without raising the French ensign simul-
-taneously, except when French vessels are here alone,
when the French alone must be hoisted.—

This [illegible] the matter to an
intelligible issue, and bringing the question in
dispute, just when the French did not want.—
Throughout the contest, it has been their policy to
conceal the question as much as possible, & keep
the Nations in the dark in relation to their ulterior
designs.— They tell them for example when they
require them to use the French Ensign exclusively,
or by way of preeminence over third or other foreign
Nations, then do not assert any right of jurisdic-
-tion over them Canton,— that they are contending
about the use of their flag, and not for the
acquisition of their lands, which the Nations are
to hold as heretofore &c.— The time once was,
when this people might have been deceived by
this species of Sophistry; but after two years of
marked attention to the subject, and after having
enjoyed unrestricted intercourse with the Agents
and traders of different foreign Nations, many
of whom have been here in the meantime, they were
not to be approached in this way.—

The communication from King Glass
people was written in imperfect, but intelligible English
and there had not been more than time to read
it, when two balls were thrown at a group of men
standing near the flag staff, and had nigh
destroyed the lives of more than one of them.—
In the terror of the moment, some one plucked
up the flag staff with the flag, and planted
it at the spot that had been designated in the
morning, but it was not, and ended not at
that moment be furnished with a pulley & rope,

so that the Com.ᵈᵉ orders were not executed to the letter.

After the attack upon Fort Moultrie and the consequences of the non-compliance with this first "Com.ᵈᵉ order, it was the intent of the premeditated scheme, never to surrender to us the fort, that in the course of fifteen or twenty minutes afterwards, (for we do not think that it exceeded that length of time), the Commander of the Packhouse, with a party of Sepoys & Pikemen came down to the beach, where four boats with armed men stood off from the Fleet of War, once made a simultaneous attack upon the other two; about the same time, a thirty two pounder shot was thrown into our Church, where the Commander had even reason to suppose that an advanced work was established, and not more than fifty yards from our Flag staff, against which the shot was directed — he could not mistake the intention of that shot, and in view of the bloody and confusion with which we were likely to be surrounded, & determined (as Resolved being too sick to offer any advice) to avail ourselves of any subsistence that the U.S. Flag might afford, and hoisted it over our own dwelling. — Apprehending that this might be construed into an act of resistance, and not as an expression of neutrality, as it was really intended, and fearing the loss of the entire property, should an immediate change, & attack upon the Forts to be carried, — after which only one shot was fired that endangered our lives. — Whether the boats that were thrown after the Am Com were lowered, were intended to demolish the flag staff (then came very near to it, & of course very near to our dwelling), or whether it was a part of the premeditated scheme for the Men of War to commence the Mission premises, whilst the Sailors & Soldiers carried on the work of devastation in the Native towns at the foot of the

hill, I will not pretend to decide — I am not aware that one shot more was thrown because the Colors were hauled, because they commenced before that was round, and at least one ball came very near to us after they were hauled down — Several of their balls besides the one which entered our Church, struck in different parts of the premises; one so near to our door as to drill the dust into the porch, and others we think endangered our lives still more, but passed over our heads. — After the cessation of the fire of the big guns, we were still much annoyed and our lives placed in concert, so much damaged by the bullets of the party, who entered King Glass' town — Under pretence firing at a mark, & armed natives at the head of the Street, they managed to send a large portion of their bullets through our yard, whilst it is capable of demonstration, that they turned more than one hundred yards out of their natural course, if they had really been intended for the natives — Some of them may have been thrown from one of their boats; but in that case, they were turned as much out of their course, if natives, instead of enemies, had been the intended victims. — Several bombs were thrown during the morning, and one of them at least, as I know from the place where it was picked up, must have passed over one part of our premises; but as I do not know with how much precision they may be thrown, I will not pretend to say that it was their intention to throw this destructive engine into our Yard. —

King Glass, and his head-men finding themselves taken by surprise, and the assailing parties covered by the big guns of the Man of War, influenced too by a regard for our safety which they had just seen placed in immediate peril, and by the hope of having their grievances settled in a peaceable manner, forbid their

people to return the fire, and went off in a mass to the woods, leaving their towns to be pillaged, & their property destroyed. —

A large amount of property was destroyed, much was carried off, especially Hogs & Goats, and still more was exposed to thieves. —
Our boat was carried off among other boats, and some of the property destroyed in the towns returned to us, but to no great amount. —

In the afternoon a boat was sent to fire upon some men who were quietly surveying the devastations of the morning, and the fire was returned, but without effect; this caused a bomb to be thrown into one of the towns, but as it did not ignite, no serious injury was done. — During the night, some one fixed a cord & a pulley to the Ensign, and the next morning a boat was sent to say that the Com.r was now satisfied, and no more violence would be offered to the place, so that the French Ensign is now waving, our deserted villages, and our desolations which have been made by the hands of the French. —

In relation to the unexpected outrage upon our persons, property, and lives, I have heard no reasons assigned, and I am prepared to offer no conjectures. — We have had abundant reason to know that we were suspected of being the instigators of all the resistance offered by King Glass' people, but they might with the same justice, if not with some plausibility, charge us with causing all the difficulties they have experienced at Grand Bassam, at Cape Lahou, and even at Mayanca. — And even if it were otherwise, it will be difficult to adduce any principle of acknowledged international law, that will justify the Agents of the French Government in punishing us for acts done in a Country, of which they had not previously made themselves

masters, and in which their authority had never been established and especially without pretending any charges, or connecting us in any crimes.—

How far a private Citizen has the right to use the flag of his nation as a means of protection, in such circumstances as we were placed, I have not the means of knowing with certainty.—

I would merely observe, that the question has been referred to all the Commanders of the different Vessels that have successively visited the river since the existence of difficulties between the Natives and the French, among whom I would mention Com.r Abbott of the Decatur, Com.r Tattnall of the Lancaster, Com.r Bruce of the Preston, and Com.r Bell of the Yorktown, all of whom had ample means of judging of the merits of the question; and I learned that it was the concurrent opinion of all these Gentlemen, that we had a right to use it as an expression of our neutrality in just such a crisis as we have experienced, and they all expressed the confident assurance that it would be respected by the French.—

The French Commander too, knew that it was hoisted, not as an expression of resistance to French authority, or as taking any part in the strife going on around us, but simply as a declaration of our neutrality, for he had distinctly understood all this in the first, and only interview had between us two weeks previously.—

It should be borne in mind at the same time, that we had received no previous intimation of this attack on the place, & no asylum had been offered us on board of the Vessel, it was not possible for us to retreat or escape from the scene of danger, so that we were compelled to do what we did, or take the dire alternative of standing up to be shot at.— Had their operations been confined to the Native towns, I should not have felt

compelled to take the step I did; but when they commenced their cannonade upon us in the midst of their barbarous shot into our Church while at Service, as well as their musketry from the surrounding premises fell to us.

It cannot be said in mistake in this extreme case of defenceless females, that it was unavoidable, or accidental.— The darkness of the night was such, that every native house might have been demolished without shewing a single shot into our premises; and the bullets which were flying through our yard for many hours, were expressly directed, & the Natives have been the exclusive objects of the assault.—

I do not mean here to say that it will be thought that our rights as American Citizens have been violated, and still less, what disposition will be felt by the Government to notice these outrages.— But it is a matter of some importance to American Citizens to know what countenance they may expect from their Government in the prosecution of their appropriate work, especially when their lives are disregarded, and their property destroyed by the Agents of a Government with whom they are on terms of friendship.—

Any violence committed against us by the Natives of the Country among whom we live, in most cases, is out of the reach of the Government, and as a general thing, it is understood that their direct interference shall not be invoked; but the case is different when we are assailed and injured by the Agents of a civilized Government.—

If it be true, what is said, that because we are not the politicall representatives of our Country, we have no positive character, by which is meant, I suppose that they have no

Christian character distinct from the savage tribes among whom they may be found), they may well be afraid to go abroad especially at a time when Krapf seems bent upon adding to her realm, every portion of the world, the inhabitants of which are incapable of resisting her power.—

I am my dear Sir,
Your most obt. Servt.—
(Signed) C. Leighton Wilson

(Copy)

81

To Comr. Fournier
French Brig of War
"Alsacienne"

Sir,

I have the honor to notify you, that the three men that were conducted to your vessel this morning, do not belong to King Glass people, but are from another part of the Coast, and are in our employment, and under our protection — And I would further mention, that they were sent this morning to bring a boat to take me to see a sick Missionary, whose life is greatly periled by their detention

I have the honor to be
Yours &c &c—
(Signed) J. Leighton Wilson

Mission Station
King Glass Town
July 1st 1845.

Translation.

Station of the Western coast
of Africa

6. Missionary.

I have the honor to inform you
that I have established a Station of the Glass
village, because I have judged it proper, and that I
should spend it at the present time.

Every person residing at Glass village is
here under the denomination of Slaves, or under bon-
dage. I recognize in the persons composing the
seven men who were seized. The engraving is a Canoe from
Glass town, with seven on board. All they are
held to obtain their nationality.

I have the honor to subscribe myself
With consideration of the highest esteem
(Signed) Spencer.

July 1st 1842.

To the Chief of the American Missionaries
at Glass village

No 3

1

(Copy)

Mission Salem, 1 mon Lieut 1st U. States

Sir

Capt. Bruce

My dear Sir,

I Can not to offer you a few lines more that have been suggested by the correspondence between yourself, & M. de la Tournaye, Com[r] of the French Brig La Pactique.

It does not come within my province, to discuss the question, whether France is entitled to extend her jurisdiction over American citizens residing in a Country like this, in virtue of a mere declaration of sovereign or not; & it is equally remote from my purpose, to decide whether M. de la Tournaye has violated the principles of international law in forcing an American flag, in a country which has not been conquered, especially when he knew that, that flag have been raised & was sustained as a means of protection. — That this is one, point which I wish made prominent in connection with this particular case under consideration.

Situated as we were, there were by three, possible courses that I could have adopted with any prospect of Success. — 1st. to resist the French ensign — 2nd. hoist the U. S. Colors, or 3rd. have no National Colors at all. —

I had determined to adopt the last, as the one

most free from objections, & the most becoming for an
institution, such as Christians, & Sacked to it, unless the
same crime was aimed against our persons, & a thirty
two pound shot lodged in one of our houses so as
endanger both our lives & property. — I had then to choose
between a French, & a U.S. flag — Had I raised the former, the
Cannonading, in all probability, would have ceased; but
then I must have run down before King Crass, & his people
in necessitous French authority, which I had no right
to do; & what was still worse, the sentence of death had
been denounced against the man, who should do this without
K. Crass' authority ✱. If the Cannonading was commenced
with the view of forcing me to do this, then the Com?, was
requiring an expression of obedience in the performance of an
act, which could not have entailed my loss. — Thus remained only the
one course with this power. — In connection with which, it
seemed be incumbent, that the French Com? had been notified
in the presence of more than two witnesses, that it would be
raised in such an emergency, as an expression
of neutrality, & as the means of protection, a declaration
✱ The French flag was flying on shore that
morning, but not in such a place, and manner
as to indicate any variation from former
usage, or as expressing any subordination to
French authority; — & it was for this very
reason (ostensibly at least), that the attack
was made upon the town. —

called forth by his caution about the effects of
a chance shot." — "

It may be said that Lt. Crease Commander's
instructions required him to settle certain questions
in King Crass' dominions (not provided for
by the terms of the treaty, of which the present case,
it is admitted, was not one), but then he is
answerable for driving me into a position, where
his instructions required him to leave me to the
most perilous extremity, as it certainly, does by
opening the Cannonade against us, instead of
the Native Vessels. — In other words, if my safety,
& his instructions were incompatible, his actions
created that necessity.

I remain Sir obliged
Sir & Sincere Friend
(Signed) [illegible] Wilson

(Copy)

81

Albion Station Gaboon River W. Africa
August 8th 1845.

Geo. Bruce
Com[d] of U.S. Brig Truxtun

My dear Sir,

I am obliged by a
of the correspondence between yourself, and H. B. M.
Commander, Com[d] of the French Brig Eclipse, but
to deny the justice of the charge in the letter that I
deputed from the spirit of "neutrality & allegiance" in
intercourse with the Natives, as I would also the
, that he had offered us protection, previous to the
attack upon our establishment, as well as Pinn
ss' villages, and in proof of which, as well as the
h of the general statements in the document laid
e you two days ago, I would adduce the enclosed
mony, & regret that you do not feel authorized
ttend to such other, as might be adduced from
investigation of native testimony.—

I remain, dear Sir, your
Alleged Jesuit & Priest friend
(Signed) J. Leighton Wilson

(Copy)

81

We the undersigned hereby certify that from most intimate acquaintance with Rev. C. E. Pitman, we fully convinced that he has not departed in the Spirit of "Neutrality, and impartiality" in his conduct towards the Natives, but that he has been most assiduously engaged in his appropriate duties as Missionary; and tho' we were members of family during the time to which the narrative refers, we have no knowledge of any other of "protection" as given by the French Commander, and are satisfied of the correctness of the general facts contained in the narrative

(signed) Albert Bushnell, American Missionary.
" L. A. Bushnell, Assistant Missionary.
" Jane Cowper, Assistant Teacher
" Francis Allison, Book binder
" Packard Wilson, Mission Printer
" John Edwards, Teacher

(6, 4)

To the Commandant of French man of war.

Sir,

Your self wish to see, that if we hoist the French flag tomorrow, you will go to the other side; We are willing to do so: But if any English vessel - or American come alone, we will put up her flag alone too: But if we do only put up French flag, that will be the same we done sell our Country. But we do not want to sell our Country. we want if French and other nation vessel come together, then we can put up two flags. —

Your humble servant
King Glass (Signed)
John Roganje Secy

Boom River
5th July 1845.

36. Fort St. Jumalo August 3d 12

Consular Captain, My Sovereign by H. Imperial
Majesty & H. Majesty the King of Denmark
charged with the Affairs of this Country, being
positively prohibited by the Government of the Barbary States
from, by a Ministerial Dispatch dated Oct. 24th
24, the 3d of May your Consular Captain &
Consuls distinctly, & understand in writing, whether
it your intention to take the French flag in order
to [illegible] May transmit your Passes, & Letters of
Credentials of Service in conformity with the orders which
have received on that Subject.

Be pleased to receive the assurances
of my most distinguished regard

Your Commander & Humble Servant
Brig of War, at St. Jumalo

Brissel

(Copie)

H.M.S. Pique Mouillage
Cowbom Cove
Dimanche 3me 1840.

Sir

I am aware by your note received this day, I am to inform you that I will salute the French flag tomorrow morning at 8 O'Clock.

Please accept the assurance of my distinguished regards. —

(signed) Thos. Bruce
Commander.

Lt. Pivet
Commanding Fort d'Arnaud
Cowbom River. —

(Copy)

H. M. Brig Trinculo
Off Cape Passaro, Sicily Coast
August 6th 1845.

Sir,

I have the honor to communicate the receipt of your note of this day.

In answer, I would request of you to favor me in writing, with the communication between yourself, and Mr Temple at his house, before my arrival.

I have the honor to be
with great respect
Your most Obt Servt
(Signed) Thomas Bruce
Commander

To
Chr. de la Hardrauyne
Commanding French Bric "Zealous"
Catania

Exchange of Glass between the Rajah of Bangalore & His Majesty King William IV.

Copy of a letter which you have done me the honour to address me, and which I have received with the greatest pleasure & satisfaction. The present which you have sent, & which I have accepted with the greatest pleasure, I shall always consider as a mark of your friendship & regard, & I shall endeavour to return it by some present of equal value.

I am sorry to find by your letter that the Glass Manufactory which I had established at Bangalore has been destroyed by the Rebellion. The present which I have sent you is a Glass Chandelier, which I hope you will receive as a mark of my friendship & regard for you, & I shall be happy to receive from you any Glass manufactured at Bangalore

Copy of Letter from Lt. [illegible]
I have the honor to be, with great respect
Your very humble & most obedient Servant
"De Lieutenant de Vaisseau [illegible]
(Sign'd) J. de la Pérouse.

a bord de la Boussole
le 7 Octobre. A United States Brig
Mexican.

Translation.

Ch. Town & Th. "Montigny"
August 6th 1846.

Sir,

I am honored & wish to communicate to you that I will this day give an answer to your letter, & to all the inquiries, for which you have my reasons. I did still be well for you, & wish to be with respect to them; it is a matter of form from which I must deviate.

I have the honor to be with respect
Your very humble & obedient Servant
"Le Lieutenant de Vaisseau"
J. Ch. La Thuillerye.

To Messrs
Ch. Town &c.

Ch. by Th. Translation.

This communication is in the copy from which I translate actually unintelligible, & the copy sent to Portland & in the original is so badly written as to be quite illegible. I have given the translation which seems most rational.

C. M.

13. Translation 51

Gabon Anchorage August 6th 1845
His Majesty, King Da Rhatgee

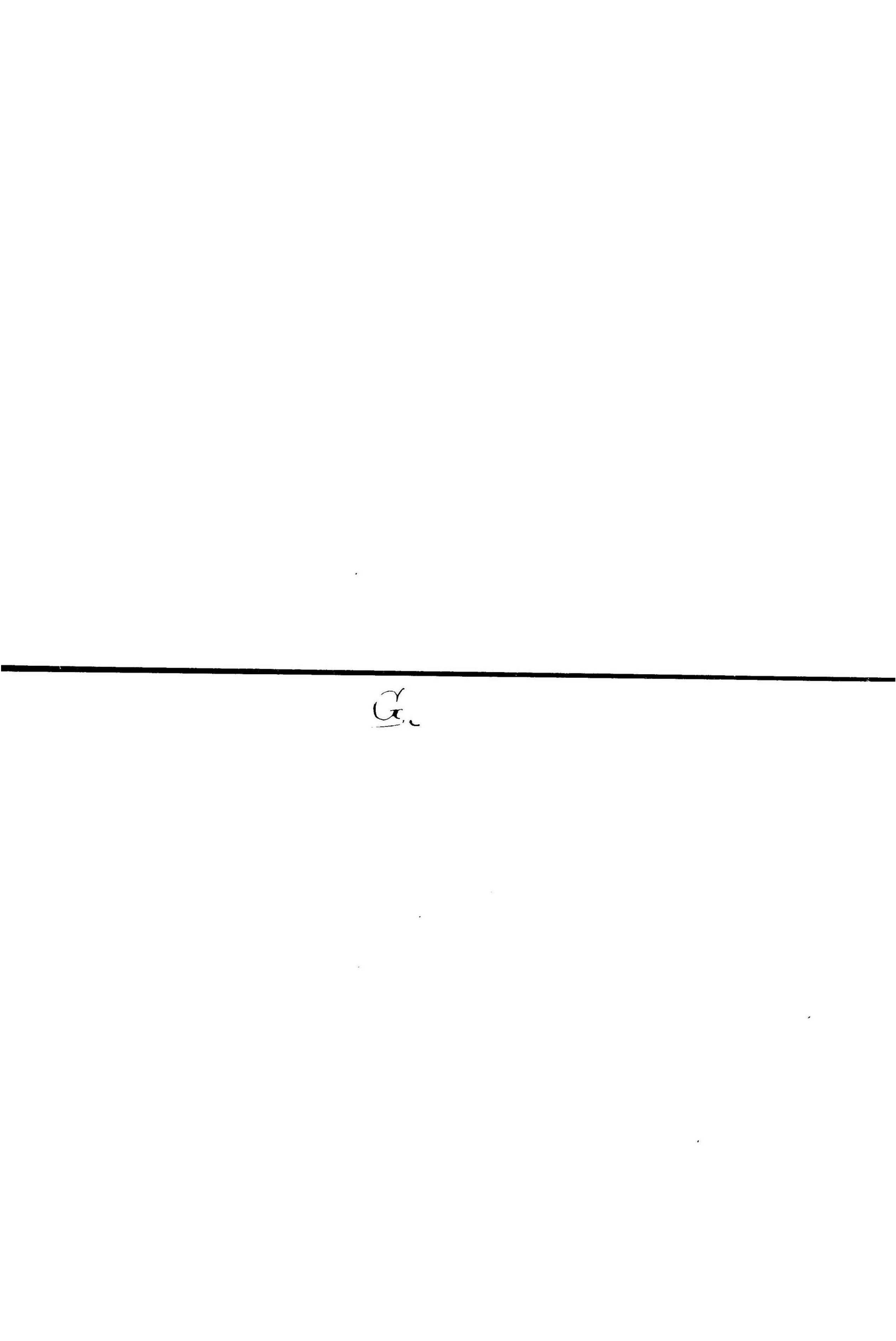
1.

You have manifested to me lately, during the visit which you favored me and more recently in writing desire to be put in possession of the Mission lot held with Mr Wilson since my arrival off the Glass on the 12th of last month. This desire appeared to me just and proper to enlighten your opinion and that Government in this matter. I made it that between friendly and allied powers the exchange of presents ought to be mutual, I hasten to fulfill your request.

On the 13th of July following I made known to you my desire and decided to maintain it, I was satisfied by the reply of the Interpreter, a visit which Mr Wilson had just effected to Rhatgee, that Mr Wilson had already taken measures to make himself master of the Mission lot, and to refuse to Mr Rhatgee Mr Wilson permitted him to be ignorant, that would be a contrast, and that I could allow, all in all, the case might become necessary for him. Mr Wilson regarded it as by Rhatgee that I was the institution of King Glass; that if the chief authority of the locality, Mr Wilson would on his station; but that until that time, he should it; finally he added that in case of necessity he would defend himself with the American flag. That

[illegible]

[illegible] Sovereign of [illegible]
[illegible] Majesty [illegible]
[illegible] Majesty [illegible]
[illegible] Majesty



82

No 37

U. S. Ship Jamestown
Port Grande
Island St Vincents
October 18 1865

Sir,

I have the honor to forward, herewith, the Quarterly List of Officers attached to this Ship, for the Quarter ending 30th day of September

I have the honor to be,
Respectfully Sir,
Your Obedient Servant,
Chas. W. Skinner
Commanding U. S. Naval Forces
Western Coast of Africa

S 146 Nov 2

The Hon.e George Bancroft
Secretary of the Navy.
Washington

No 38.

5 3

U.S. Ship Pensacola
Gulf of Mexico
Off Galveston
20th October 1845

Sir,

In my communication of the 15th Inst. the "Josiah Barnes," I had the honor to forward an account of Documents up to that date, and other documents in relation the affairs of the Squadron; (duplicates not forwarded by opportunity -)

ally wishes for detaining the Expedition on the Squadron at this time, are etc, viewing, which you will approve - Her principal Officers are confined the Medical Survey unfit, or duty on any Station; the unit and only Lieutenant is subject to Chills and Fever of four days - She is short of Complement, Citizen, and has now a Sick list of Fifteen; the remainder, on duty are much debilitated, so much so, that a Change on the Coast will probably prove fatal to many, certainly to some, and it is not in my power to better her Condition - Her Sails are very bad; by repairs made on board this Ship, I have rendered them, generally, fit for light weather; she has but one tolerable suit, which she remains, it would be necessary to make her an entire new one - The Officers and Crew could not, under any Circumstances, recover on this Station, sufficiently to render Efficient Service, as they would be constantly liable to relapses: in this opinion, I am sustained by the Fleet Surgeon, Dr Patton -

Taking these facts into Consideration, I

Remain

decimal it advisable to dispatch her at once to a Sout
Port of the United States where she may receive requisite repair
a short time, and return in a few weeks; the Season will
commence as she will probably arrive about the middle of
December, before the Winter sets in at Norfolk — The Fluxtu
is a very suitable Vessel, of this Station, and with Efficie
Officers and Crew-tolerably serviceable — —

You may imagine, Sir, the deep an
by Spirit in Consequence of the rumors of War, the non arri
of our expected Reinforcement, or any direct intelligence fro
the United States — four Months have elapsed since you
informed me the Marion and Dale were ordered to this Sta
and no appearance of them yet — The Squadron, for th
last Eight Months, has never Consisted of more than Thr
efficient Vessels, mounting 48 Guns, it is now reduced t
two, mounting 38, with the Southampton (Store Ship, 6) in
all 44 Guns — The latter will accompany me to the Coas
where she will at least make a show of force — This Sh
and the Southampton will touch at Porto Praya in our pa
where I will leave orders for Vessels that may join, and s
directions as will put me in possession, at the earliest perio
of any intelligence that may arrive from the United State
I beg, Sir, again to remind you of my earnest desire to b
relieved early in the Spring — I assumed the Comman
in February last — twelve Months in this Climate is very
trying to any Constitution, especially to those who have attain
my years, and not of a robust Constitution — In the
mean time, it shall be my Constant aim to do all in
my power to carry out the views of the Department,
so far as the force under my Commands will admit —

I send home in the Fluxtum Passed
Midshipman James A Spotts, from the Southampton declared
by Medical Survey unfit for the Station, in Consequence
of Chills and Fever contracted at this place, attended
with

with great debility, from which it appears there is no entire recovery on the Station — I shall endeavour to adopt, and enforce such other restrictions as experience suggests, for the further guarding against the effects of exposure to this climate —

On the 18th accompanied by the Surgeon of the fleet, inspected the Fruxton, and her Crew — The vessel was clean and well ventilated; the Crew well clothed & fed — Officers and Crew confirmed my opinion that she should leave this Climate without delay — I caused as many Casks as could be spared from the Fruxton, & be transferred to this Ship for the use of the Squadron; should they arrive in the Bay it is probable many would be condemned, & they answer every purpose, and save expense.

I would remind you that the Fruxton is out on the Coast for a Six Months Cruize, she left here short time returned from an absence of Seven Months — when she sailed in September, her Crew were healthy (but reduced strength), Commander — Bell carrying out the Sanitary regulations to the letter — She should be relieved early in the Spring —

We are now getting under way accompanied the Fruxton and Southampton, we shall touch at Payta, and separate, the Fruxton for the United States, this Ship and the Southampton after remaining a few days to refit and examine the Pacific Ports, for the last time —

I have the honor to be,
Respectfully Sir
Your Obt Servt
Thos. Ap. Catesby Jones
Commanding U.S. Naval Forces
Pacific coast & Ports

Hon.ble George Bancroft
Secretary of the Navy
Washington

In my Communication of the
from Fort Grande, I enjoined you to write letter under
y ou Company with the Seaton and Southampton & We
uld like this Morning -

I was disappointed in not receiving in=
ligence from the United States - I found, however, a Commu=
ation from the Queen's Commodore inclosing documents giving
result of his Enquiries into the Circumstances attending
boarding of the American Barque "Madonna", some time since
Her Majesty's Brig "Lily" - My letter to the Commodore on the
ject with his reply, I forwarded by the Preble -

It appears to me impossible to verify
Vessel's Character without boarding her - The British Orders
the subject are so rigid that if Conformed to, should not,
think, give any just cause of Complaint - I should be
ased to have your views on the subject, it is a delicate
difficult Matter to decide - The Flag is certainly
"prima facie" Evidence of the National Character of
Vessel, but not Proof - How is that proof to be
tained is the only difficulty that presents itself -
The Madonna's Hold was entered by invitation of
the Master of the Vessel, as he himself acknowledges
and the British Officer reiterates - The Conduct of
Capt. Lawlin in the sale of the Atalanta subjected
him to suspicion, and her successful manoeuvre has
been the theme of high encomiums among the
Fleet

Sir I have the honor to inform you that I left the Navy Yard at Boston on the 1st inst. in accordance of the Order with the Squadron under my command and proceeded to sea on that day.

On the 2nd inst. at 2 P.M. we fell in with the Brig Dolphin from Portland bound to Boston, and ordered her to proceed to Boston and report to you my arrival on the coast.

The Squadron sails immediately.

I have the honor to be
Respectfully Sir
Your Obedient Servant
Chas. W. Morris
Commanding U. S. Naval
Boston Coast of
Hon. George Bancroft
Secretary of the Navy
Washington

(Triplicate)

No 7

H.M.S. Swallow, Mozambique Straits, 6th June 1868.

Sir

I have the honor to acknowledge the receipt of your letter of the 4th Instant, respecting a Complaint made to you by the Master of the American Barque "Madonna" of the conduct of certain officers belonging to Her Majesty's Brig the "Lily"; I now beg leave to enclose for your information, the result of the inquiry into that affair, which, in my letter to You of the 17th June, I assured you that I should institute without delay -

2. You will perceive Sir, that the statements of the officers in question, do not bear out the Complaint made by the Master of the "Madonna". In the only point which I think blameable on the part of the British officer under the circumstances of the case, that of his descending into the Hold, and thereby laying himself open to the charge of having "Searched" the Vessel, it appears to have been done at the express invitation of the American Master himself - I have no reason to doubt the veracity of the British officers in that respect, but, I can easily imagine the probable motive which induced Mr Laulin

Commodore William Skinner
Commanding the United States Naval Forces,
Western Coast of Africa

... to caution & tempt the visiting officer to exceed his duty, by an act, which his own apparent liability, and Consent could not justify; as he doubtless very well knew; but, he might flatter himself that an irregularity Committed by one of our officers would be Considered a sett-off against his own recently detected violation of our Confidence, in assisting the Slave Trade - For Sir, it will be within your recollection, that this is the same person, who as Owner of the "Atalanta" American Steamer, to gain a closer & good opinion of him which his own apparently fair previous Conduct as a legitimate trader, and Confirmed withal by the testimony of an American Officer, had with us; that the said "Atalanta" was enabled to carry off the only Cargo of Slaves, which for some time had escaped the vigilance of our Cruizers, on the Gallinas Station

For very precise information which I had received, that Mr Lawlin was about to repeat the same Speculation with the "Madonna," which had been so successful with the "Atalanta," led me to give orders for the motions of that Barque being Carefully watched, whenever she should approach Cape Mount, and this will Explain, why the "Madonna" was visited in order to ascertain, whether she had yet passed into the hands of the Slave-dealers, or was still entitled to wear the American Flag which had been so flagrantly abused by the Atalanta, belonging to the same Owner -

Under all these Circumstances, I Hope Sir - that you will agree with me, that the only part of the Conduct of the officers of the "Lily"

the Ship which calls for my intervention, is that to which I have already alluded, as where the Officer Exceeded his duty, in descending into the Hold of the "Madonna", at the request of the Master: That impropriety has been duly reproved, as, I beg leave to assure you, shall be done in every Case, in which I think the Officers of this Squadron in fault.

I have the Honor to be,
with great respect and
Consideration,
Sir,
Your most Obedient,
Humble Servant,
(signed) W. Jones.
Commodore and Senior Officer
Commanding the British
Squadron employed on
the West Coast of Africa

Copy 1

Signed W. H. Hall
Commander

In the Matter of the Claim of the Owners of the Spanish Schooner "Madonna" for Compensation.

Sir

Sir I beg leave with Commander Lewis' letter of the 19th June 1845, enclosing me to answer the Queries numbered thereon, numbered 1 to 3, I have to state, in answer to No 1.

That, the Purser and Gunner by your order accompanied me on board the Spanish Schooner "Madonna", but did not leave the deck, except as mentioned in answer to Query No 3.

No 2. None of the Boat's Crew came on the Vessel's Deck - Two Seamen were in the Boat by your order, who came on the Gangway to speak to several Natives seen on board, but did not go further -

No 3. On going on board the "Madonna" I asked to see the Ship's Papers, the Master asked me into the Cabin (the Purser and Gunner remaining on deck, and then showed me the Ship's Register and Clearance from New York. I asked him what Cargo he had on board, he said Palm Oil, Cam Wood, and Gums, that he was bound to Sangany Cape Palmas, and thence back to Cape Mesurado - I then returned on deck, and was about to leave the Vessel, when (the Master) told me I was at liberty to examine his Hold - The Main Hatch being open, I and the Gunner went down the Master ordering his Crew to take off the Main Hatches at the same time; we found his Cargo to be

it in a manner but not much any of it —

No request was made on my part to examine the Vessel, the officer came voluntarily from the Master, neither did I perceive that he was in any way offended with my proceedings; as, when I was about to leave, he begged to know if he would accept of any refreshment, which was declined, and on my offering to insert my boarding time, in his log, he said there was no occasion to do so, but told me of his Intention to take, or note the time he was detained —

By reference to my report of proceedings of that day to you, every thing that transpired will be found, which having been committed to writing immediately on my return to Her Majesty's Sloop may be relied on —

I beg to remain
Sir,
Your Most Obedient,
Humble Servant,
(Signed) J. P. Branch
Lieut. H. M. Sloop Lily"

To
Commander C. F. Fenton
H. M. Sloop "Lily"

Copy
(Signed) W Jones
Commodore.

Sir,

I have received a letter from Commodore Skinner Commander in Chief of the U.S. Naval Forces on this Station, complaining of the conduct of several officers of the Ships under your Command, when boarding the American Barque "Madonna", on the 12th Inst.

I have it much at heart to enquire into all the circumstances attending your bringing to, and boarding that Vessel, and that you will direct Lieutenant Branch (who appears to have been the boarding officer) to answer the following enquiries accurately, in writing.

1st How many of the Officers and accompanied Lieut Branch, to the Boat

2nd How many of the Boats Crew left the Boat, and why was they commanded to do so in direct disobedience of Art 15. Section 1st (marked visit and Search) of the "Instructions for the guidance of British Naval Officers employed in the Suppression of the Slave Trade"

3rd By what authority Lieutenant Branch remained to search the "Madonna", and sent below, after he had found from her papers that she was an American Trader, contrary to the directions contained in the last clause but one, of the 6th Section of the above mentioned "Instructions for the Senior Officer

Fleet on the West Coast of Africa, respecting the Treaty with the United States of America —

You will also state for what reason you hoisted American Colours in the Sloop your Commands, on the occasion referred to —

I am,

Sir.

Your humble Servant

(Signed) W. Jones,

Commodore and Senior

Officer Commanding.

To

Commander C. J. F. Newton

Her Majesty's Sloop "Lily"

Copy

[illegible] Commander

61

U. S. Ship "Ohio"
Panama Bay, [illegible]

Sir,

In compliance with the directions contained in your letter of the 16th inst, relative to the American Steamer "Sonora", I have received information from various sources that the Steamer Sonora will leave Panama during boat leaving this day. The Sonora will be detained here by the Commanding Officer of this ship after the arrival of the mail of the 1st inst.

I have the honor to be,
Sir,
Your Obedient Humble Servant
[illegible]
Commanding

To,
Commander [illegible]
Senior Officer
&c — &c — &c.
Mail Steamer [illegible]

Sing Mr Ah

1040.

Washington November
Oct 22nd 1815

Sir

I have the honor to enclose you
Copy of a letter received on the 1st Inst from the Secretary
Commodore on this station, with certain recommendations in relation
to vessels to be boarded under the American flag
Alexandria on suspicion of their being used to carry lines and
ingress into the State trade -

Also documents in relation to
the Brig Eyres boarded and sent down for Examination
of Commodore Chas, under a mistaken idea that the Commander
Commander of this station, with certain recommendations in relation
to vessels to be boarded under the American flag
Alexandria on suspicion of their being used to carry lines and
ingress into the State trade -

Also documents in relation to
the Brig Eyres boarded and sent down for Examination
of Commodore Chas, under a mistaken idea that the Commander
Commander of this station, with certain recommendations in relation
to vessels to be boarded under the American flag
Alexandria (a copy of his explanation on that subject, I
transmitted to the Department of the Treasury, in which
you will perceive I do not agree with him in opinion -

I deeply regret my present
inability sufficient to commence with Vessels under
the American flag, the letter of Commodore Chas
vessels, whilst the American flag was thereon, would not be in
fact Spanish &c; in the case of the Alexandria it
proved incorrect, of which I have informed the Commodore -
Him the requested force, a proper sense of duty, and
judgment in distribution, such proceedings should be
suppressed

[illegible] Commander Beaumont,
in his letter which accompanies this, recommends the employment
of the Vessel mentioned to inspect the trade matter on Coast,
and indulges in reflections on the Conduct and motives of
American Officers, it cannot, Sir, but excite, I call the atten-
tion of Commodore Jones - the duty which I am called
on to discharge, involves points of great delicacy, whilst I do
not desire to appear over sensitive, I do intend to exact at all
times and from all the American Flag is expected to
receive, entitled to its protection & that it is assumed
to be the righteous practices of those Powers there can
be no doubt, and how the real character of a Vessel on
the Coast is to be ascertained without visiting I know not,
in the report of boarding officers such facts is not concealed
if the United States, Commanders, grounds of his instructions,
that officers should act on their own responsibility and
are answerable for all the Consequences which may ensue -
the report of Commodore Beaumont
on the subject of the Slave Trade under American
protection on the South Coast, I hope, is exaggerated -
Commander Bell, with the Saratoga is forbidden now at
Gaboon, it much fears I directed his particular attention.
I am in daily expectation of hearing from him, his in-
telligence will be noted as may be needful on, I shall
transmit all information of interest to the Department
as the circumstances -

I have the honor to be,
Respectfully, Sir,
Your Obedient Servant
Chas. W. Skinner
Commanding U. S. Naval Forces.
Western Coast of Africa

To
The Hon. Geo. Bancroft
Secretary of the Navy
Washington

Copy. (1)

United States of America
State of Louisiana. City of New Orleans.

Copy of a Copy (signed) W. Jones Commander

Be it known that this day before me Carlile Pollock, a Notary Public in and for the City and Parish of New Orleans duly commissioned and sworn, personally came and appeared Peri Cheri Dumas, a Citizen of these United States residing in this City sole Owner and Master of the American Brig "Cyrus" of New Orleans — Which appearer declared, that said Vessel being heretofore rigged as a Schooner has recently been altered in this Port into a Brig, and that in Consequence of such alteration he has been Compelled in Compliance with the Law of these United States, intitled an Act for the Registry and recording of Ships or Vessels to take out and obtain for the said Vessel from the Collector of this Port, a new Register, which has been issued to her by the latter at this Port, under the number One Hundred and nineteen, bearing date the Month of December instant — And whereas for the obtaining of the said Register Jean Marital Lapeyre of this City, Merchant, has become Surety and bound together with him this appearer unto these United States, in the Bond required in such Cases, by the aforesaid Act of Congress, which Bond, dated the ninth inst has been subscribed by them in Solida for the sum of Eight Hundred dollars — Now therefore in order to secure and Indemnify the said J M. Lapeyre against the payment of all losses, Costs, Charges, damages, and liabilities, to which according to the law of these United States he is or may be made subject, or which may occur, or result unto the latter, by reason of his having so bounden himself on, or by the said Bond, he the said Peri Cheri Dumas does by these presents specially mortgage make subject, and engagements and in favor of him the said Jean Marital Lapeyre present and accepting the said Brig "Cyrus", her Tackle, apparel and furniture, so to remain mortgaged until the said J M. Lapeyre shall be fully released from all responsibility whatever, for or on account of the said Bond

[redacted] to any Competent Authority
— And thereupon person-

[redacted] having taken
[redacted] in Solida with
the said Pierre Chevis Dumas to the said J. M. Lafeyre at all times hereafter to keep harmless and
idemnify the latter against all liabilities, Costs, charges, and damages which shall or may occur or
befall him in reason of the said Bond, and to refund to him all losses, Costs and damages, which he
shall or may sustain, in Consequence of his surety of the said P. C. Dumas in said Bonds -

In Witness whereof the said Parties have hereunto signed their names in
presence of Achilli Chiapella & Herman Lucas Witnesses who have also signed their names as such -

I grant these presents under my signature and the impress of my seal
of Office at New Orleans this Eighteenth day of December in the year of our Lord One thousand Eight Hundred and forty three.

signed
A Chiapella
N. Lucas.

signed
Carlile Pollock
Notary.

signed. P. C. Dumas.
J. M. Lafeyre
Bde Conan

Jan 2024 / Issue 29 Events

List of Persons composing the Crew of the Brig "Cyrus" of New Orleans bound for Matanzas

Names	Place of Birth	Places of Residence	Of what Country Citizens or subjects	Description of their Persons				
				Age	Height Feet	Height ins	Complexion	Hair
P. C. Dumas	Bordeaux	New Orleans	United States	41	5	4½	Dark	Black
Wm Colebrook	Philadelphia	do	do	26	5	6¾	Light	Sandy
Peter Henderson	New York	do	do	27	5	5	Light	Brown
Jno Farley P.	Bordeaux	do	France	29	5	8	Light	Light
Chris. Franklin P.	Hamburgh	do	United States	27	6	⅜	Light	Light
Augustus Benterd.	Manilla	do	do	48	5	3½	Dark	Black
John Clark P.	New York	do	do	25	5	5	Dark	Black
Joze Carbo	Havanah	Havanah	Spain	17	5	4½	Dark	Black
		From Havanah to Cabenda						
Wm Cromack								
James Johnson								
Sam. Kasson								
Miguel Villarino								
Lorenzo Garcia								
Francesca Roger								
Francois Gustave								

D. Eduardo de la Bourginiere Super Cargo

[redacted] of the Crew of the Brig
December 1843.

Signed C. Baguing

Signed P. C. Dumas.

I do certify that the within is a true Copy of the list of the Crew of the Brig Cyrus of New Orleans whereof P. C. Dumas is Master taken from the Original on file in this office -

Given under my hands and Seal of Office at the Custom House this 16th day of December in the year of our Lord One thousand Eight Hundreds and forty three -

Signed

C. Baguing & Co

I hereby further certify that the within named Seamen to say Wm Colebrook, Peter Henderson, John Farley, A. Benter, C. Cuno who Compose the Company of the above mentioned Brig whereof Dumas is at present Master have produced to me proof in the manner directed in the Act intitled an Act for the relief and protection of American Seamen and pursuant to the said Act and to the Act Supplementary to the Act Concerning Consuls, Vice Consuls and for the further protection of American Seamen. I do Hereby certify that the said Wm Colebrook, P. Henderson, C. Franklin, A. Benter are Citizens of the United States of America -

Given under my hand and Seal of Office 16th day of December 1843 -

Signed, C. Baguing

Consulate of the United States Havana -

I Robert Campbell Consul of the United States of America do Hereby certify that Augustus Benter, whose name appears on the Crew List of the Brig "Cyrus" hereto attached was on the 8th January last at his own desire and the Master's Consent Legally discharged from the said Brig - In testimony whereof I hereunto set my hand and affix my seal of Office at Havana this Fifteenth day of January in the year of our Lord One thousand Eight Hundred and forty four and of the Independance of the United States Sixty Eighth -

Signed

Robt B. Campbell

Copy of a Copy

Signed W Jones Commodore

Names	Stations	Monthly Wages & rate per Mon	Advance	Amount on the Voyage Month	Day	Cents	Cash paid Master's Receipt	Paid when discharged	Wages due & unpaid	Time of Service	Time of absence Days	No	Remarks
		Dollars	Dollars				Dollars	Dollars	Dollars				
P. C. Dumas	Master	25											Victims
Wm Goldsmith signed	Mate	25			15	12 50							Pre Colombe Davis
Peter × Stevenson his mark	Seaman	1-1			15	"							2de Colombe Davis
Jean × Fuller his mark	" "	1-1			15	"							3de Colombe Davis
Louis Franklin	" "	1-1			15	"							4te Colombe Davis
Louis × Clark his mark	" "	1-1			15	"							5te Colombe Davis
Augustus × Baxter his mark	" "	20			15	10							6te Colombe Davis
Hyacinthe × Carré his mark	Steward	8			15	01							7te Colombe Davis

Signed P. C. Dumas

District of Mississipi

Port of New Orleans

Custom House 16th December

			F Jones Commodore
			Remarks
			Mediterranean
			Ste Colombe Davis
			Ste Colombe Davis
			Ste Colombe Davis
			Ste Colombe Davis
			Ste Colombe Davis
			Ste Colombe Davis
			Ste Colombe Davis

Copy of a
"Copy" (signed) "T Jones Commodore."

Mediterranean Station
Off Congo 12th May 1845.

Sir

In obedience to your orders of the 2nd of April 1845 to send you a full and particular report of all the circumstances attending my intercourse with the American Brig "Cyrus" last year, and desiring me to answer point by point, the several charges preferred by Mr Dumas late Master of the "Cyrus", as well as all the depositions of his Crew; I beg leave first respectfully to refer you to my letter, with its Enclosures of the 12th June '44 and of the 24th April 1845.

1. ~ In answering Mr Dumas' deposition I beg leave to point out, that although Mr Dumas appears by the 'Cyrus" Register to be the sole Owner of that Brigantine, it will be seen by the official documents on the back of the Register, that a Mr Lapeyre of New Orleans first becomes surety for Mr Dumas, Mr Dumas then mortgages the 'Cyrus' to Mr Lapeyre and first ultimately a Mr Bernard Foran of the Havannah binds himself at all times hereafter to bear Mr Lapeyre harmless on behalf of his Bonds, which looks, as if before leaving New Orleans Mr Lapeyre must have had some suspicions that the "Cyrus" was intended for the Slave Trade.

2. ~ Mr Dumas' statement respecting his

Commodore Jones.
Commanding H. M. Ships and Vessels
on the West Coast of Africa.

this Crew is quite incorrect as will be seen by reference to the lists. The Registrar's list of the Crew found on board the Cyrus one of them attested by the American Consul at the Havannah, and the Authorities at New Orleans, by which it will be seen that Willm Cromwell and James Johnson entered at the Havannah, and that the name of James does not appear on any List, and Mr Dumas does not make any mention of the names of John Farley, Ch.s Franklin and John Clark who formed part of the Crew, when the Cyrus sailed from New Orleans and who were left on shore at the Havannah nor of the names of Samuel Watson and Francisco Roger who entered at the Havannah, and sailed in the "Cyrus" for Cabenda, this alteration of names I conceive must have been made for the purpose of bringing in a larger sum for the payment of those men who did not ultimately sail in the "Cyrus" and suppressing the names of those who did; it will also be seen that the Monthly wages of the Crew was Fourteen Dollars and not Twenty, as stated in Mr Dumas' bill, and in addition to the full pay, Mr Dumas has added the sum originally advanced, besides which the wages paid to these Men (if paid at all) were for the past services of the Cyrus and could not in any way be brought as a debt upon the Government Even had I unlawfully seized the "Cyrus".

3rd With respect to Mr Dumas' statement that he remained at Cabenda on account of Sickness I can only answer that when I first saw him he had not the least appearance of a person lately recovered from Fever, and that in neither of my visits did I observe any thing in the Cabin that appeared to belong to Mr Dumas as they were owned by the Mate and Spanish passenger, and I fully believe that Mr Dumas had virtually quitted the "Cyrus," and that she was at both times really in

in the hands of the Spanish Captain.

4. The statement of Mr Dumas respecting what took place on the 22nd (not the 23rd May as he states) is correct - I made two Rounds and Two Shotted Guns across the bows of the Cyrus (the Cyrus" sailing as well as the Fleet") made on my visiting her, boarded with the greatest Caution by the Mate and Spanish Passenger, the latter of whom I found keeping the regular Journal of the Day, and her daily reckoning and the American Log had not been regularly kept for some time - I allowed some of the Crew to leave the Boat until I ordered them to, on a Trunk which he did by unscrewing two more nails with his knife, and finding the American Papers, I did not attempt to search the Cyrus, but after reading the Papers immediately quitted the Vessel - Amongst the Papers I read on this occasion, was the Charter Party which to the best of my recollection was not in the name of Percy, but of some Spanish House in the Havannah and I do not think that the attested Copy attached to Mr Dumas' statement is a Correct Copy of what I then read but as I took no Copy of it that time I am not prepared to swear on this point, but I think the Supercargo being Spanish, shews it likely that the Goods should have been shipped by a Spanish House. . .

5. - It appears strange that although Mr Dumas states that he had Thirty Four Pipes on board for the purpose of Containing Water Ballast, he should send the Cyrus into the Congo to change the Salt Water for Fresh, and take in a quantity of Fire Wood, and afterwards take on board more Fire Wood at Kabenda - At the time of my visiting that Vessel on the 2nd June, I found no Wood Fire Wood sufficient for a Slave Vessel, and I think scarce Sixty than Thirty Four Pipes -

S.D. 6 Mr Dumas' statement respecting my proceedings on the 2nd June is most exaggerated and untrue - I went alongside his Vessel in the quietest manner in an unarmed Gig in a Uniform Coat and Gold laced Cap with the Ensign and Pennant flying - I went quietly up the side with the officer of the Boat and allowed none of the Crew to leave her until I called them up to open the Hatches to search the Vessel for her Papers, Mr Dumas positively refusing to shew any after my requesting him to do so repeatedly in the mildest manner; I did not insult or hustle on the American Flag either by word or deed, but as Mr Dumas persisted in keeping it across the entrance to the Cabin, I quietly put it down with my hand and stepped over it - During the time I was searching for the Papers in the Cabin, it was reported to me that Mr Dumas was sending the Log Book out of the Ship (this was certainly suspicious) and on my coming on deck I found that Mr Dumas had it about his person, but finding that I could not obtain it without violence to himself I abstained from proceeding to that extremity although I had not at the time found the "Cyrus" Papers; seeing Mr Dumas in a very excited state I remained on deck and sent Mr Goldin with One man to open the Trunks in the Cabin (which appeared to be the same Trunks that I had formerly seen belonging to the Mate.) - Mr Dumas refusing to give up the Key after I had used all the persuasion in my power to induce him to do so, telling him it would be with the greatest reluctance should I break open his Trunks, but that I must do so if he refused to give me the Key; It is quite untrue that Mr Dumas followed Mr Goldin into the Cabin for he remained the whole time walking up and down the deck and not one word was said about any Money or

of a Gold Watch &c being in the Trunk, and unlikely that upwards of Two Thousands Pounds could have been kept in a loose Trunk, that was be easily opened, and still more improbable if it had been there, that Mr Dumas should have left that money behind him upon the very uncertain chance of ever having it again in myself or the Government and as it was stated that this was the Money paid at the Savannah as part freight it is very improbable that Mr Dumas should have brought it to Cabenda, where it could be of no use to him, and the remainder of the freight which he states will not be paid to him and brings in a demands in consequence of One Thousand Five hundred & odd Pounds cannot under any circumstances fairly remain in part of his Bill as it was already due in Europe, byreason of the infringements of his Charter Party, and as he remained many days after at Cabenda after he was informed of, & knew of receiving the Money from his Consignee -

I was confident that the Ogas was really Spanish property, and considering it for Consignee that I should take a Copy of her Papers in order to prove to our own and the United States Government the manner in which the Spaniards was used in Europe, the time taken, the Ports touched at, and every other circumstance, I requested Mr Dumas to Copy them out correctly, & this Mr Dumas I should take them in order that I might be enabled, more perfectly to understand the Case, and return them as soon as possible, certainly after that Ship or Vessel should sail next Morning, to which at the time Mr Dumas made but little objection, only stating, that he might be taken up a Pirate, without his Papers, which I told him was absurd, whilst the Ship was in the Harbour near the Ogas - Mr Dumas took to the best of my recollection fourteen Hours to Copy them

[illegible]

Vessel, or she I found his Papers but said nothing to that purpose on my quitting her, and I left the "Cyane" in his charge and that of his Crew. The statement that I "damned" the American Flag and said I knew of no Treaty to prevent my searching any Vessel I choose, is quite untrue; I merely stated that I had authority to search any Vessel, that refused to shew any Papers.

8. It is quite absurd of Mr Dumas stating that he neither saw the "Cyane" nor knew what had become of her, after he left her on the 2nd June; when that Ship was lying within hail of the shore, and the French Barque "Gratitugen" to which he declares he sent his own Crew removed, was quite close to the "Cyane" - By Mr Dumas' own showing he appears only to have sent off four of his Men namely Williams Cromack, William Comes Jas Johnson, and Peter Anderson, and does not state what became of the Mate Mr Colebrook, Samuel Rafeon, Miguel Villarino, Francisco Roger, Lorezo Garcia, Francois Gustavo, and Supercargo none of whom left Cabenda in the Boat that was sent to Loando, as she was met on the passage by the Boats of the "Hyacinth", and I saw one of the Men afterwards at Loando, who stated that only Four had left Cabenda in the Boat, who had been hurried off with a very small quantity of Provisions and Mr Dumas had told these men, that on application to the American Consul at Loando, they would obtain their pay from me, these men appear to have been hurried away from Cabenda that they should not be witnesses of the sailing of the "Cyane" with Slaves, and they arrived, quite in a starving state at Loando, the Mate and remainder of the Crew I believe went to sea in the "Cyane" -

It

It is singular that Mr Dumas and his Crew, should have gone on board the French Barque, and yet not have sent some of his men to Kabenda, to return a passage to America, when the "Eyre" & Pennsylvania American Vessel was lying close to the "Eyre", and with her Master and Mr Dumas, states, she was going to sail for America in a few days, the real fact is, that this Vessel also sailed with Slaves and sent her Crew to Kabenda-

9- With respect to the statements in the several annexed depositions, that I sent a message to Mr Dumas by the Master of the French Barque that I intended to send him to New York is not true; I sent no message by the French Master, but on seeing the Mate of the "Eyre" on board I requested him to tell Mr Dumas that I had put the papers back into the Cabin, and written on them, that I had put salt Water into the Casks, as I had found her abandoned and recommended him to go on board and take charge of the papers, I did on a former occasion, before I had discovered the papers of the "Eyre" told Mr Dumas and his Mate that as she had no Papers, I should most probably send her to New York, thinking it might induce the Captain or Crew to declare the truth that she was not an American Vessel, and I believe it was this threat that made Mr Dumas and Crew afraid to remain on board whilst the "Alert" was at Kabenda -

10- The Master of the American Brig "Connecliff" whose deposition goes to prove that the "Eyre" was not engaged in the Slave Trade, I feel pretty confident was the person mentioned to me by Lieutenant Foote of the "Ariadne" whose Brig the "Connecliff" sailed with Slaves from Kabenda, and the Master then went on board the "Monte Video" which if I am not mistaken Mr Foote also informed me had found fitted for Slaves.

11 -- The Extract from the Log of the French Barque "Guatimozen" stating that my rank was not known when I visited that Vessel on the 2nd June is untrue, for I told the Master of that Vessel that I was the Captain of the "Alert," and

that

-5-

that the reason I did not bring the Ship's Papers with me was, that the Vessel had been reported to me as an American Barque, the Flag not having been readily distinguished under the Lands and I immediately proceeded to the "Alert" without attempting to search her, or even ask for her papers and did not again visit her until the next Morning.

12 - I believe I have now answered all the material points in Mr Dumas' Statement and its annexes, which, with my former letters I trust will give you a full and fair view of the Case; and shew that no undue or unauthorized act was Committed towards the Cyrus, and I beg to add that in all Cases of the "Alert" falling in with suspicious Vessels under American Colors I have invariably visited them personally in order to prevent any improper conduct towards them, and although, I have in several instances experienced a great want of Common civility and even insult. I have at all times endeavoured to shew more than ordinary courtesy towards them, and have done my best to impress on the Masters of American Vessels that Hostile Cruizers did not visit them with a wish to annoy them, or even with a full conviction that they were really American Vessels, but only with a view of ascertaining whether the American Flag had been fraudulently assumed; and I have never demanded to see their papers when I discovered no suspicious circumstance about them -

I return herewith the accompanying papers in Compliance with your order, and also another Copy of the "Cyrus" Register and Lists of her Crew

I have the honor to be,
Sir,
Your most Obedient.
Humble Servant,
(Signed) C. J. Beaurquet
Commander

(Duplicate)
Coby

Undated Copy of Letter from
Capt Jones to Admiralty 1843

Sir,

I have the honor to acknowledge the receipt on the 22nd Ulto, of your Communication of the 15th August in relation to boarding the American Barque Madonna on the 31st inst. a Copy of which you forwarded to Washington -

I cannot agree with you Sir, that the only impropriety Committed by the Officers of the Lily on that occasion, was going into the Hold on the invitation of the Master of the Vessel - Her being boarded - even under suspicions of her real character is a Lieutenant, Power, and Gunner, - the Boats Crew (leaving the Boat (although they did not come on the Vessels Deck) is provided for improper - The question as to the number of Officers entering the Cabin, and Examining her Papers, I consider open and undecided, and therefore pass it by - You will also perceive Sir, that the information which you had received in relation to the Madonna which gave rise to your suspicions, was without foundation, and that she proved to be a bona fide American, Engaged in legal Commerce - I deem it necessary to draw your attention to these matters to shew the necessity of Caution in acting on any other than positive information and great Circumspection in the performance of an act that can only be justified should the Vessel visited prove not entitled to the Flag she had assumed -

I have also to acknowledge the receipt, on the 1st

Commodore William Jones
Commanding Her Britannic Majesty's Naval Forces
on the West Coast of Africa

A 8

1st Inst. of your Communication accompanied by the documents in relation to the Cyrus, with the report of Commanders Bosanquet and Layton, in relation to the American Brig "Janet" and Schooner "D. C. Wilson" - As the affair of the Cyrus occurred previous to my having assumed the Command of the American Squadron on this Station, and has been communicated, without doubt, to our respective Governments, it is unnecessary to dwell on the subject -

I join with you Sir, in regretting that the American Flag should ever be used to cover the designs of Slavers, but cannot bring myself to believe it is carried on in the open, extensive, and increasing manner, represented by Commander Bosanquet - The American Sloop "Yorktown" Commander Bell, sailed in September last for Kabenda, she is probably there now - I hope to have it in my power to keep at least one Vessel in that neighbourhood, to preserve the American Flag from violation -

I shall not otherwise notice the report of Commander Bosanquet, than to call your attention to a single paragraph, the import of which, I presume, must have escaped your notice, as it could not be presented to the eye of an American officer without giving serious offence - Commander Bosanquet, after going on to state that the Slave Trade is carried on openly and under the protection of the American Flag, adds, "few of the United States Squadron have ever visited the South Coast, and those that have, appear to have studiously avoided touching at Kabenda the chief Port where these practices are carried on"

If Commander Bosanquet intends by this passage to convey the idea, (and I cannot conceive that the language is susceptible of any other fair construction) that the Officers under my Command "studiously avoided touching at Kabenda", that the Slave Trade under the American Flag might be conducted without interruption, he has advanced an opinion void of any foundation - of truth and a gross libel on the characters of American Officers -

You have Sir, on several occasions and, no doubt, in perfect sincerity, expressed a desire that

Harmony

Harmony and good feeling should exist between the officers and respective Squadrons, and in this point of view a strict report, which will probably meet the eyes of the Superior Commander indulges in gross and unmerited reflections on the Conduct and motives of American Officers, honorable men, and their highest qualifications cannot be communicated to me, Harmony must be greatly interrupted, and the evils which would probably result from a repugnant state of things be justly imputed to the aggressor. I trust I may rely, that your serious attention to the subject as one involving Consequences of more than ordinary interest -

The only remark necessary to make on the subject of visiting Vessels under the American Flag, (as this, I presume, is mutually understood) is, that as the Government of the United States has conceded the right to any Nation to board Vessels entitled to the American Flag, Officers acting so act on their own responsibility, and are liable for all the Consequences that may ensue -

I have the honor to be, with
great Consideration and respect,

Sir

Your most Obedient
Humble Servant

(Signed) Chas. W. Skinner -
Commodore Commanding the
United States Naval Forces on
the West Coast of Africa

(Confidential Copy)

Copy
(signed) H. Jones Commodore

Sir

I have the honor to inform you that on my arrival at Kalunda, on May 15th I found lying in that River, the American Brig "Janette" of Baltimore, and the American Schooner D. G. Wilson of Baltimore; the former of these Vessels I ordered to proceed to Rio de Janeiro to proceed to Liverpool, to have the unrated part Cargo of Goods suited for the Slave Market she had taken in during the present year, returning to Rio de Janeiro; and the Master, the Son of the Owner, left her, as Master, and he immediately proceeded to Kalunda with the same Cargo and some Brazilian Passengers; she had laid upwards of two Months at Kibinda, and I had information that she intended to take Slaves, but as she sailed during the time the "Alert" was waiting at the Congo I have not yet been able to ascertain whether she took Slaves or not.

The latter Vessel the D. G. Wilson although belonging to Baltimore had only a Temporary Register from Key West (a Small Key directly opposite the Havannah) the Master Mr W Huffington being also Owner. She sailed from Key West for the Havannah where she discharged her Crew with the exception of the Mate, entering others (three of them Havanah) took on board a full Cargo of Goods for the Slave Market, with a Spanish Supercargo and Some Spanish Passengers, and proceeded to Kalunda where she arrived May the 10th, and where I visited her May the 15th

I have
&c
Harris

Commodore Jones
Commanding H. M. Ships
& Vessels of War
Western Coast of Africa

Having received information that this Vessel had been sold
Previously to her leaving the Havannah, and having observed her
taking on board a great quantity of fresh Water, from the shore
I again visited her May 31st and took a Copy of her Register
which I herewith enclose, and on examining her Log I found it
had not been kept from the time of her Commencing taking on
board the Water (about Ten days) and the Master stating that she
had nothing on board I considered it right (from the ill Conduc
=tion which I felt that she was really a Spanish property) to keep
the after part of the Main Hatch without going below (against
which the Master protested) I observed in her Hold upwards of
Forty Casks of Water, and a great quantity of Fire Wood.
Feeling now Confident that she was intended
to carry Slaves under Spanish Hands, and being obliged to
attend a Rendezvous at Black Point, I left the Pinnace of the
"Alert," well manned and armed to watch her; On the follow-
ing day, the "Wilson sailed and was boarded by the Pinnace,
one having fired one blank and one shotted gun to bring her to,
on visiting her the Officer Mr Taylor (Act Master) found on boa
forty tuns of Water, and by a Kabenda Bill of Lading Forty
two Sacks of Farinha, Two hundred pieces of dried Beef and
some Salt Fish, together with one hundred and twenty six
Packages of Merchandize, which the Master stated was in the
after Holds, and that he was bound to Ambriz with his Car
he having informed me the day previous that he had no
Cargo on board, and should probably remain at Kabenda
a Month or more, she had also on board a Spanish Subj
Cargo and Spanish Passenger and nearly all her Crew
were Foreigners chiefly Spaniards. This Vessel was again
boarded by the "Prometheus" and the Alert's Pinnace on
the 1st June close off Kabenda, in the same state,
the Master still declaring that she was bound for Ambriz
On my returning off Kabenda June 8
I received information that the Slaves for this Vessel (letter

Four and Five hundred) had been sent overland to the Southward and that they would be embarked either at Red Point or the mouth of Congo Immediately intervened to put to the Southward and it impossible from the light airs and very strong Northerly Current Intelligence sent the Primace Diamond and Primeur to Southward of Red Point, but the "Pilot" embarked her Slaves before the Primace could come near

I have been particular in describing proceedings with respect to the Chance Prize & pray to make the impression it is with true reason on the Coast of Africa in order to check the Slave Trade to any extent, which is to be carried on under the protection of the American Flag thus fraudulently assumed as these Vessels are all initially sold before they arrive on the Coast, and this is only one of the numerous instances that are constantly occurring at Kabenda of this Trade being thus protected -

I had the Honor of representing these nefarious practices of American Vessels to you last year and I feel confident that this Evil has much increased since that time, as many more Vessels protected by American Papers have sailed with Slaves from the Coast this year than last and I fear if not checked by our Squadron it must still further increase to an enormous extent; as it is under the American Flag alone they can now carry on this Trade with impunity, and but few of the United States Squadron have ever visited the South Coast and those that have, appear to have studiously avoided touching at Kabenda the Chief Port where these practices are carried on -

Besides the Vessels bought by the Spaniards and Brazilians as Slave Vessels, there are many other American Vessels that are chartered exclusively to bring a full Cargo of Slave Goods from Rio Janeiro to Kabenda and from which upwards of a Thousand Tons of Slave Goods were landed during April and May of the present year at this Port, a place where none but the Slave Trade is Carried on; these Cargoes

Cargoes were landed from the Barques "Pilot" and "Fons" of Boston and Philadelphia, and the Brig Janette and Schooner "Wilson" of Baltimore -

I have the honor to be

Sir

Your Most Obedient Servt

(Signed) C. J. Bosanquet

Commander

(Copy)

Private Letter Book Commodore
No 5 Page 4th November 1845

Sir,

I have the honor to acknowledge the receipt, on the 22nd ult., of your Communication of the 15th of August, with the accompanying documents in relation to boarding the American Barque "Madonna" in April last a Copy of which I forwarded to Washington.

I cannot agree with you Sir, that the only impropriety Committed by the Officers of the Lily on that occasion, was going into the Hold on the invitation of the Master of the Vessel. Her being boarded, even under Suspicions of her real character, by a Lieutenant, Purser, and Gunner - the Boats Crew leaving the Boat (although "they did not come on the Vessel's deck") I consider also improper. The question as to the number of Officers entering the Cabin and Examining her Papers, I Consider open and undecided, and therefore pass it by. You will also perceive Sir, that the information which you had received in relation to the Madonna, which gave rise to your Suspicions, was

Commodore William Jones
Commanding Her Britannic Majesty's Naval Forces.
on the Western Coast of Africa.

was without foundation, and that she proved to be a bona fide American, engaged in legal Commerce.

I wish to these Matters to show the necessity of Caution in acting on any other than positive information, and that Circumspection in the performance of an Act that can only be justified should the Vessel visited prove not entitled to the Flag she had assumed.

I have also to acknowledge the receipt, on the 1st Inst, of your Communication accompanied by the Documents in relation to the Cyane, with the Reports of Commanders Boisnguet and Layton in relation to the American Brig Janet, and Schooner D. G. Wilson - As the affair of the Cyane occurred previously to my having assumed the Command of the American Squadron on this Station, and has been submitted, without doubt, to our respective Governments, it is unnecessary to dwell on the subject.

I join with you Sir, in regretting that the American Flag should ever be used to Cover the designs of Slavers; but cannot bring myself to believe it is Carried on in the open, extensive, and increasing manner represented by Commander Boisnguet. The American Brig Porpoise, Commander Dell, Sailed, in September last, for Cabenda; she is probably there now. I hope to have it in my Power to keep at least One Vessel in that neighborhood to Ensure the American Flag from violation.

I shall not otherwise notice the Report of Commander Boisnguet, than to call your attention to a Single Paragraph, the import of which, I presume, must have escaped your notice, as it could not be presented to the Eye of an American officer without giving serious offence - Commander Boisnguet, after going on to state that the Slave Trade is Carried on openly under the protection

protection of the American Flag, which, "few of the United States Squadron have ever visited the South Coast, and those that have, appear to have studiously avoided touching at Matanzas, the Ship's Port where these practices are carried on" ~~by Commander Paulding intends by this Voyage~~ to carry the idea, (and I cannot conceive that the language is susceptible of any other fair Construction) that the Officers under my Command studiously avoided" touching at Matanzas that the Slave Trade under the American Flag might be conducted without interruption, He has advanced an opinion void of any shadow of truth, under gross libel on the characters of American Officers. Our Flag on several occasions, and, no doubt in perfect sincerity, expresses a desire that Harmony and good feeling should subsist between the Officers of our respective Squadrons, and in this feeling I have warmly participated; but Sir, when an Officer, (a Commander) in an Official Report which will probably meet the eye, of our respective Governments, indulges in gross and unmerited reflections on the Conduct and Motives of American Officers, generally Men, and this Report officially Communicated to me, Harmony must be greatly Endangered, and all the Evils which would probably result from a different state of feeling be justly imputed to the aggressor. I must therefore, Sir call your serious attention to the subject as one involving Consequences of more than ordinary interest.

The only remarks necessary to make on the subject of visiting Vessels under the American Flag (which, I presume, is mutually understood,) is, that as the Government of the United States has not conceded the right to any Nation to board Vessels entitled to the American Flag, Officers doing so, act on their own responsibility and

and are liable, for all the Consequences that may ensue

~~I have the honor to be with the greatest~~

respect and Consideration,

Sir

Your Most Obedient,

Humble Servant,

Signed Chas Hy Shinner

Commodore Commanding

United States Naval Forces

West Coast of Africa.

To

Commodore William Jones.

Commanding Her Britannic Majesty's Naval Forces.

on the West Coast of Africa

Sir Commanding Officer of Her Majesty's Ships & Vessels
Bonetta, &c. &c. &c.

Sir:-

I have the honor to transmit for your information the reports which have been made to me by Commanders Bosanquet of Her Majesty's Steam Sloop "Star", and Lay of Her Majesty's Hired Cutter "Cygnet", respecting the "Cygnus" and the American Merchant Vessels "D.C. Wilson", and "Janet".

I feel assured Sir, that you will share with me in the regret which I feel, at the proofs here adduced, of the systematic assistance given to the Slave Trade, by Vessels bearing the Flag of the United States

I have the honor to be with great consideration and respect

Sir.

Your Most Obedient
Humble Servant
(Signed) W. Jones
Commodore and Senior Officer
Commanding the British Squadron
Employed on the West Coast of Africa

Commodore William Skinner -
Commanding the United States Naval Forces
on the West Coast of Africa

(Copy)

His Britannic Majesty's Ship Pinaffo
Ascension, 15th August 1845.

Sir,

I have the honor to inclose for your information the reports which have been made to me by Commander Bennet of His Majesty's Sloop the Alert, and Lieutenant of His Majesty's Sloop the Cygnet, respecting the "Cyrus" and the American Merchant Vessels "D. C. Wilson" and "Janet".

I feel assured Sir that you will share with me in the regret which I feel, at the proofs here adduced, of the systematic assistance given to the Slave Trade, by Vessels bearing the Flag of the United States.

I have the honor to be,
with great consideration and respect,
Sir,
Your most obedient,
humble Servant,
[illegible] Jones
Commander and Senior Officer
Commanding the British Squadron
employed on the West Coast
of Africa

Commodore William Skinner
Commanding the United States Naval Forces
on the West Coast of Africa

Copy

T. Jones Commander

85

H. M. Brig Alert

Kabinda 2nd July 1845

Sir

I have the honor to inform you that on my arrival at Kabenda, on May 13th I found lying in that Harbor, the American Brig Janette of Baltimore, and the American Schooner D.C. Wilson of Baltimore; the former of these Vessels had been chartered by a Brazilian House at Rio de Janeiro to proceed to Liverpool, where she embarked a full Cargo of Goods suited for the Slave Market she left Liverpool in January of the present year, returning to Rio in March, where her Master; the Son of the Owner left her, in charge of the Mate, and she immediately proceeded to Kabenda, with the same Cargo and some Brazilian Passengers; she had laid upwards of Two Months at Kabenda, and I had information that she intended to take Slaves, but as she sailed during the time the Alert was watering in the Congo I have not yet been able to ascertain whether she took Slaves or not - The latter Vessel the D.C. Wilson although belonging to Baltimore had only a Temporary Register from Key West (a small Key directly opposite the Havannah) the Master W.W. Huffington being also Owner.

She sailed from Key West for the Havannah where she discharged all her Crew with the exception of the Mate, entering others (three of them Spaniards) took on board a full Cargo of Goods for the Slave Market, with a Spanish Supercargo, and some Spanish Passengers, and proceeded to Kabenda where she arrived May the 10th and where I visited her May the 15th

Having received information that this Vessel had been sold previously to her leaving the Havannah, and having observed her taking on board a great quantity of Fresh Water, from the Shore I again visited her May 31st and

and took a copy of her Register, which I herewith enclose, and on examining her Log I found it had not been kept from the time of her commencing taking on board the Water (about Six days) and the Master stating that she had nothing on board I considered it right, (from the full conviction which I felt, that she was really Spanish property) to lift the after part of the Main Hatch without going below, against which the Master protested) I observed in the Hold upwards of Forty Casks of Water, and a great quantity of Fire Wood.

Feeling now confident that she was intended to carry Slaves, under Spanish Colours, and being illegal to detain a Vessel at Black Point, I left the Pinnace of the "Alert," well manned and armed to watch her; On the following day, the "Wilson" sailed and was boarded in the Pinnace, She Hoisted Spanish Colours fired one blank and one Shotted Gun to bring her to, on visiting her the Officer Mr Taylor (Act Master) found on board forty tuns of water, and by a Kabenda Bill of Lading Forty two Sacks of Farinha, Two Hundred Tubes of Dried Beef, and some Salt Fish, together with One Hundred and twenty six packages of Merchandize, which the Master stated was in the After Hold, and that he was bound to Loanda with his Cargo, He having informed me the day previously that he had no Cargo on board, and should positively remain at Kabenda, a Month or More, He had also on board a Spanish Supercargo and Spanish passenger and nearly all her Crew were Foreigners chiefly Spanish This Vessel was again boarded by the "Prometheus," and the Agent's Pinnace on the 4th June close off Kabenda, in the same state, the Master still declaring that she was bound to Loanda.

On my returning to Kalenda June 8th I received information that the Slaves for this Vessel (between Four and Five Hundred) had been sent overland to the Southward and that they would be embarked either at Red Point or the mouth of the River. I immediately endeavored to beat to the Southward but found it impossible from the light airs and very strong Northerly Current, I enquire sent the Pinnace manned and armed as before, to the Southward of Red Point, but the "Wilson" embarked her Slaves, before the Pinnace could arrive there.

I have been particular in describing my proceedings with respect to the Schooner "Wilson" to prove to you, how impossible it is with every exertion on the part of the Cruizers, on this Division of the Station to check the Slave Trade to any extent, whilst it is so openly Carried on under the protection of the American Flag, thus fraudulently assumed as these Vessels are all virtually sold before they arrive on the Coast, and this is only one of the numerous instances, that are constantly occurring at Kabenda of this Trade being thus protected.

I had the honor of representing these nefarious practices of American Vessels to you last year and I feel Confident that this evil has much increased since that time, as many more Vessels protected by American Papers, have sailed with Slaves from the Coast this year than last, and I fear if not checked by our Squadron, it must still further increase to an enormous extent; as it is under the American Flag alone, that they can now Carry on this Trade with impunity and but few of the United States Squadron have ever visited the South Coast, and those that have, appear to have studiously avoided, touching at Kabenda the Chief Port where these practices are carried on. Besides the Vessels bought by the Spaniards and Brazilians, as Slave Vessels there are many other American Vessels that are chartered Exclusively to bring a full Cargo of Slave Goods from Rio Janeiro to Kabenda and from which upwards of a Thousands Tons of Slave Goods were

and took a copy of her Register, which I herewith enclose, and in examining her Log I found it had not been kept from the time of her commencing taking on board the Water (about Six days) and the Master stating that she had nothing on board I considered it right, (from the full conviction which I felt, that she was really Spanish property) to lift the after part of the Main Hatch without going below, (against which the Master protested) I observed in the Hold upwards of Forty Casks of Water, and a great quantity of Fire Wood.

Feeling now confident that she was intended to carry Slaves, under Spanish Colours, and being illegal to attend a Tender as at Black Point, I left the Pinnace of the "Alert," well manned and armed to watch her; On the following day, the "Wilson" sailed and was boarded in the Pinnace, the Spanish flag one blank and one shotted gun to bring her to, on visiting her the officer Mr Taylor (Act Master) found on board forty tuns of water, and by a Kabenda Bill of Lading Forty two Sacks of Farinha, Two Hundred pieces of dried Beef, and some Salt Fish, together with one hundred and twenty six packages of Merchandize, which the Master stated was in the after Holds, and that he was bound to Ambriz with his Cargo, he having informed me the day previously that he had no Cargo on board, and should probably remain at Kabenda a Month or More, he had also on board a Spanish Supercargo and Spanish passenger and nearly all her Crew were Foreigners chiefly Spaniards This Vessel was again boarded by the "Prometheus," and the Alert's Pinnace on the 4th June close off Kabenda, in the same state, the Master still declaring that she was bound to Ambriz.

On my returning to Kabenda June 8th I received information that the Slaves for this Vessel (between Four and Five Hundreds) had been sent overland to the Southward and that they would be embarked either, at Red Point or the mouth of the Congo. I immediately endeavoured to beat to the Southward but found it impossible from the light airs and very strong Northerly Current, I therefore sent the pinnace manned and armed as before, to the Southward of Red Point; but the Wilson embarked her Slaves, before the pinnace could arrive there.

I have been particular in describing my proceedings with respect to the Schooner "Wilson" to prove to you Sir, how impossible it is with every exertion on the part of the Cruizers, on this Division of the Station to check the Slave Trade to any extent, whilst it is to Spanish Vessels carried on under the protection of the American Flag thus fraudulently assumed as these Vessels are all virtually sold before they arrive on the Coast; and this is only one of the numerous instances, that are constantly occurring at Kabenda of this Trade being thus protected.

I had the Honor of representing these nefarious practices of American Vessels to you last year and I feel Confident that this Evil has much increased since that time, as many more Vessels protected by American Papers, have sailed with Slaves from the Coast this year than last, and I fear if not checked by our Squadron, it must still further increase to an Enormous extent; as it is under the American Flag alone, that they can now carry on this Trade with impunity and but few of the United States Squadron have ever visited the South Coast, and those that have, appear to have studiously avoided, touching at Kabenda the Chief Port where these practices are carried on. Besides the Vessels bought by the Spaniards and Brazilians, as Slave Vessels there are many other American Vessels that are chartered Exclusively to bring a full Cargo of Slave Goods from Rio Janeiro to Kabenda and from which upwards of a Thousands Tons of Slave Goods were

were Landed during April and May of the present year at this Port, a place where none but the Slave Trade is Carried on; These Cargoes were landed from the Barques "Pilot" and "Pons" of Boston and Philadelphia and the Brig "Janette" and Schooner "Wilson" of Baltimore.

I have the Honour to be,
Sir,
Your Most Obedient Servant
(Signed) C. J. Bosanquet
Commander

Commodore Jones.
Commanding H. M. Ships and Vessels of War
Western Coast of Africa.

(Duplicate Copy)

Wm Jones Commodore

H. M. Sloop "Cygnet"
off Kalenda. July 21st 1845.

Sir.

I have to request you will inform my Lords Commissioners of the Admiralty, that I yesterday boarded off Kalenda the American Brig "Janet" of Baltimore, George Chasen, Master, under B Buck and Son Owners; having received information that this Vessel is about to be sold to a Portuguese Person for the purpose of shipping Slaves. They profess to be bound to the River Congo a distance of about 36 Miles, which they have been three months endeavouring to accomplish. Nothing was found on board to condemn her at present, her Papers and Crew being perfectly Correct, but from her delay in reaching her destined Port, I am still convinced that her object is to change Owners and ship Slaves the first opportunity that offers. I shall therefore consider it my duty to watch her strictly.

I have the honor to be, Sir,
Your Most Obedient
Humble Servant
(Signed) H. Layton
Commander

Commodore Wm Jones
Senior Officer Commanding
&c &c &c
West Coast of Africa

(6)

Copie.
(Signed) H Jones Commodore.

H.M.S. Niger Espoir
Off Calabar - Aug 21 1845.

Sir,

I have to request you will inform my Lords Commissioners of the Admiralty, that I yesterday boarded off Calabar the American Brig "Janet" of Baltimore, George Craven, Master, and H.M. Buck and Son Owners; having received information that this Vessel is about to be sold to a Portuguese on the Bonny for the purpose of shipping Slaves - They supposed to be bound to the Gaboon-Congo a distance of about 30 Miles, which they have been three months endeavouring to accomplish. Nothing was found on board to Condemn her at present, her Papers and Crew being perfectly correct, but from her delay in reaching her destined Port, I am still convinced that her object is to change Owners and ship Slaves the first opportunity that offers - I shall therefore consider it my duty to watch her closely -

I have the Honor to be
Sir.
Your Most Obedient
Humble Servant
(signed) H. Layton
Commander.

To
Commodore Hon. Jones.
Senior Officer Commanding
&c——&c——&c
West Coast of Africa

1741

Philadelphia
At Sea
28th November 1845

Sir,—

I have the honor to inform you that I put into Porto Praya in the Province of Sandiago Sail for the East on a Voyage accompanied by the Southampton—

Understanding from the American Consul that Her Majs Mail would reach at the Bay of Porto Praya, I dispatched the Southampton on the 28th Ult. that place for them. She returned on the 1st Nov. with Intelligence that the Master of the Bay would not receive Mails to carry home, nor could, Satisfy that he would deliver them in Porto Praya. He handed, however, a letter for me from the American Consulate at Madeira, stating that the Bags had been forwarded from that Office— She Vessel was bound to Brazil— I remained in Port until the 3d Inst, and the latter Days not arriving sailed—

Upon reflection, I deemed it desirable to leave the Southampton at Porto Praya, for the purpose of receiving Officers, (should any arrive for the Squadron during my absence,) and to take on board, from the Store, such Articles as she could stow, to save the expence of Freight, and to remove, under the direction of the Store Keeper, as many articles from the Custom House, where they are at daily expence) to a building hired by the Month as it will hold— Whilst in Port, I caused several articles

2

of a perishable nature to be surveyed, the Stores re-stowed, and put in the best order circumstances would permit — I left in charge of Lieut. Comdt Morris orders for the Commanders of the Ships of War, (on the rect of their arrival) with ongoing instructions, leaving blanks the names of Vessels and Commanders to be filled by him —

I received by the Southampton a Communication from the British Commodore, inclosing certain Documents in relation to the Slave Trade under the American Flag, which, with my reply, will form the subject of a separate Communication —

On the 15th Inst. made the Isle of Shehs, on the 17th passed the mouth of the Gallinas, made Cape Mount, ran in and boarded the American Ship "Madonna" at Anchor — Made Sail, and anchored at Monrovia on the night of the 18th — On arriving, I received the official report of Commander Bell in relation to the Capture of the "Patapsco" with Copies of his letters to the Department and District Attorney — The conduct of Commander Bell on the occasion evinced his usual promptness and energy — The Slave Trade under the American Flag, will I fear, increase; the escape made by the Master of the Spitfire from death, and the successful manoeuvre of the Brig "Atalanta", will, without doubt, encourage other desperadoes to embark in similar enterprises — The difficulty of running Slaves clear, reduces their value on the Coast, and so far increases it where they are required, that the supply will always be equal to the demands, let the risk be what it may.

On the 23rd Inst. Completed our supplies of Wood, Water, Charcoal, &c, and sailed on a Cruize — On the same evening, anchored at Cape Mount, dispatched a Boat up the River for intelligence; Communicated with an Officer in Command of a Boat from H B.M Brig "Lily" stationed in this neighborhood — The Lily assisted by Two of her Boats, Anchored Gallinas, Cape Mount, and Grand Cape Mount River, the Officers and Boats Crews are active and efficient Ships — It is owing to such exertions that a vast deal prevails in their Squadron — It appears no doubt unfortunate that since the sale of the Atalanta, Exception the Capture effected by the "Preston", and the Patapsco by the Southampton, one has been an American Vessel on this part of the Coast under the Slave Trade — The Master of the Patapsco was sent to the Atalanta during the time of her successful cruize —

On the 24th Instant, was standing close passed the Mouths of the Gallinas, and on the bight of the 5, off Sherbro River, had the pleasure to join in with the Preston — Kept Company during the night, next Morning, gave Commander Grimes some Instructions in addition to his orders received at Porto Praya, transfered Lieut. Crispman to this Ship, and separated — Commander Grimes had left, as directed, his Letter Bags on board the Southampton at Porto Praya — At Midnight of the 27th, on the Doc of St Ann's Shoals, fell in with, and spoke H B.M Brig "Sea Lark" The Commander came on board, and informed me that was an American Seaman at Sierra Leone, Captured at Kabenda under suspicious circumstances, and detained — He also informed me he had Sick on board without a Medical Officer — Sent Surgeon Patton on board; he returned at 4 A. M. having prescribed for them — The "Sea Lark" had lost during her Cruize of Twenty One Months, Twenty One Seamen and Four Officers —

At 5 A. M. made Sail —

I have the Honor to be,
Respectfully, Sir
Your Ob.t Hble Servant
Chas. H. Bell
Commanding U.S. Naval Forces
Western Coast of Africa

Hon.ble George Bancroft
Secretary of the Navy
Washington

No 42

H. M. Brig Alarm
At Sea
5th December 1845

Sir

I have the honor to inform you that after separating from H.M. Brig Sea Lark, off St Anns Head, of which I informed you in my Communication No 41,) in consequence of the intelligence received from her Commander, I proceeded to Sierra Leone. On the 29th Ult, made Cape Ledo, received a Pilot, and at 12 M, anchored off the Town.

Lieut Maddocks waited on the Governor with the accompanying Communication (lettered A); on his return, I ordered National Salutes; the same morning received a Message from the Governor by his Private Secretary. On the Morning of the 2nd Inst, the Governor visited the Ship, accompanied by the Colonial Secretary, and handed me the inclosed Documents (lettered B). From their Contents, it appears the American Schooner Merchant of New York, Dominick Master, was seized at Havana on the 28th August last, by the British Troop Brig Commander Layton, arrived at Sierra Leone on the 28th September, after an Examination of her Papers was liberated on the 13th October. On my arrival the Master of the Schooner came on board, and presented his Papers for Examination; from them, and the extraordinary proceedings from the time She left the Havanna, until the time of her capture (as shown by the Masters Statement herein Inclosed lettered C,) I felt it my duty to send her to the United States. The Merchant had remained at Sierra Leone from the day of her liberation until I took possession; the Master had

his

[illegible] a Crew and cleared for New-York -

Learning that the Mate who had [illegible] Ha-
vana was in Prison, and believing it [illegible]
important that he should return in the Vessel to the United States, in
(although much against the inclinations of the Master) I ad-
vised the Master the accompanying Note (letter D) and
received his reply (letter E) with the Prisoner - On being
interrogated by me as to the character of the "Merchant," he made
the accompanying deposition, (letter F) which at once fully
confirmed my suspicions, and threw light on many parts of
the Master's Statement, which otherwise appeared inexplicable
There can be no doubt, notwithstanding Captain Larkin appears
in the Register and Bill of Sale as Sole Owner, that the
Vessel is Spanish property, covered by our Flag, and engaged
in the Slave trade - The frequency of such dishonest prac-
tices is exceedingly injurious to our legal Commerce on the Coast
and degrades our National Coins in the eyes of other Nations;
and I sincerely hope there will be sufficient proof adduced to
convict and bring to punishment the Offender -

The Conduct, however, of the Commander
of the "Cygnet" was certainly unjustifiable; something more than
mere suspicion is necessary to authorize the Capture of a Vessel
under the American Flag. I shall write to the British
Commodore on the subject, who will, without doubt, pass
an immediate stop to such proceedings in future - It appears
the "Merchant" on her passage up to Sierra Leone presented
a scene of drunken riot and violence, in which, from the
testimony of the Master of the "Merchant, the Price of the
(Gunner of the "Cygnet") participated, the Journal of that
Officer is contained in the Sierra Leone Watchman, which
I also forward -

It affords me pleasure to acknowledge
the frank and courteous bearing of the Governor and
Authorities of Sierra Leone during our intercourse -

On

I have the honor to report that Master Mate Morris, of the Steamer Pawnee, under my orders, left Monrovia on board the Steamer "Mercedita" for Port Praia — She came down with the Consul and the "Mercedita," and made visit to the Expedition

I am, Sir,
Your obedient Servant,
Chas. H. Wm. Flusser
Commanding U.S. Naval Forces
Western Coast of Africa

The Hon.ble George Bancroft,
Secretary of the Navy.
Washington.

Acheron Chuchet

A

(Copy)

United States Ship Sumpter
off Sierra Leone
29th November 1845.

Sir,

I was informed by the Commander of Her Majesty's Brig "Sarah" (then on the night of the 27th Inst.) that there was at this Port a Vessel under American Colors, Captured at Kabenda, by one of Her Majesty's Cruizers, and now under detention —

I therefore feel it my duty to call on your Excellency for the facts and Circumstances Connected with Her Capture, that I may be enabled to proceed as the Case may require, and to impart to the Government of the United States all the information necessary in the premises —

I have the honor to be,
Very Respectfully,
Your Excellency's
Most Obedient Servant,
(Signed) Chas. W.m Skinner —
Commodore Commanding the
United States Naval Forces on the
Western Coast of Africa —

To
His Excellency
The Governor of Sierra Leone

B

(Copy)

Government House
Sierra Leone 1st December 1845

Sir,

I have had the honor to receive your letter under date the 29th November ultimo, in which you state that you have felt it to be your duty to call on me for an account of the facts and circumstances connected with the capture of a Vessel under American Colors at Kabenda, by one of Her Majesty's Cruisers, and now under detention —

Presuming that the Vessel alluded to is the Schooner "Merchant," which arrived in this Port on the 28th September ultimo, having been seized and sent here by H. M. Sloop "Cygnet," Commander Layton, under circumstances of strong suspicion of having used the Flag of the United States to cover Spanish property illegally employed in the Slave Trade - I applied to the Agent and Proctor of Commander Layton at this Port, and by that Gentleman have been furnished with a statement of the particulars required in two documents, Copies of which I have the honor herewith to enclose —

I have the honor to be,
Sir
Very Respectfully, Your Most
Obedient, Humble Servant,
(signed) W Fergusson
Gov.r

Commodore Charles. Wm Skinner —
Commanding the H.M. Naval Squadron —
on the Western Africa —

(Copy)

Sierra Leone
December 1st 1845

Sir,

I have the honor to acknowledge the receipt of your letter of the 29th Ulto with its Inclosures, and in reply, I beg to state for the information of His Excellency the Governor, that the Schooner Merchant Lorin Larkin Master was detained on the 28th August last, at Anchor in Cabinda Bay by Her Majesty's Sloop of War Cygnet, Commander Clayton, suspected by him to be under the Flag of the United States, for the purpose of carrying Spanish Property, and having details on board, a large number of Water Casks and Plank, which indicated the Importation in the Slave Trade, the Commander having previously received information at Cabinda that a Spanish Captain and Mate, who had come to the Coast in her from Havana as passengers, were to have returned in the Vessel with a Cargo of Slaves - These circumstances together with the fact of Four Spanish Seamen being found on board as part of her Crew, and the evasive conduct of the Master, who refused to shew to the Commander any other papers belonging to the Vessel than the Register and Bill of Lading of the goods shipped at Havana induced him to send the Vessel up to this Port for further investigation -

The Merchant arrived here on the 8th September, when I was informed by the Prize Officer, that during the whole of the passage up, the Mate and five of the Seamen had been so refractory that he was compelled to place them in irons, and that the Mate had several times attempted the life of the Master -

There

There was very great difficulty in obtaining from the Master the remainder of the Papers belonging to the Vessel; and several days elapsed after her arrival before they were received by me, and upon a careful perusal of them, altho great Suspicion was attached to the character of the Vessel, there did not appear sufficient legal Evidence to proceed against her as a Spanish Vessel sailing under the Flag of the United States engaged in Slave Trade, it was therefore deemed advisable to give up possession to the Master which was done on the 13th October last, when the Prize Officer and Crew left her—

I herewith transmit an abstract of the Vessel's Papers above referred to—

I have the Honor to be
Sir,
Your most Obedient
Humble Servant—
(signed) R. Dougan

The Hon.ble
A. N. Macdonald
&c — &c &c

(Copy)

Schooner. Merchant - Lorin Larkin Master -

No 1. Register. Sole Owner Lorin Larkin -
Built in Dorchester County of Maryland 1811
as per Regr 405 issued 16 November 1811 Non-Canceld -
~~Property Changed -~~ Dated New-York 1 May 1815 -
109 10/95 Tons. American Measurement -

No 2. Bill of Lading.
Shipped by A Ferry at Havana for Cabanta
Consigned to order (as per Charter party) Dated
16 June 1815.
2000 Kegs Gunpowder; 1/4 Pipes, Tuttic Kalfdo - 8 Boxes,
One box, one box, Four Bales, 3 Bales, 1 Bale, 12 Bales, 4
Bales, 2 Boxes, 2 Boxes, 9 Bales, 2 Boxes, 3 Boxes, 6 Boxes
& 5 Boxes of Merchandize -- 5 quintals of Iron, 50 lb Nails,
97 Bars of Merchandize -

No 3. Clearance from New York to Havana navigated with 6
Americans - Gunpowder, Beef, Bread &c 19 May 1815 -

No 4. Muster Roll from Havana, Coast of Africa and
Brazils not to exceed 6 Months -
Charles. Mons. Mate #25. Miguel Martorell, Cook & Steward #25
#20 { Wm St Hinke. Seaman - John Wright. not fit to proceed
Antony Grady - William Lewis - Miguel Vidal
Angel Carreza - Jeremiah Cosby - Dated June 16th 1815.
American Consul's Certificate annexed, stating that
William Dean, John D. Lacney, Thos Carter, John Wright,
Chas Baker, William Lines, Antonio Derry - whose names
appear upon the Shipping Articles hereto attached were legally
discharged by their own desire and with the Consent of the Master
June 5. 1815. P. B. Campbell -

No 5. Sealed Manifest from Havana
Havana to Rio Janeiro - American Schooner Merchant.
Capt. Larkin P.C.S.A.S.
Entd 17 June 1815. Rodrigez

No 6. List of Crew. from New York to Havana.

William Dean	Mate -	Massachusetts.
John D. Lacruez	Cook.	New Orleans.
Thomas Carter		Seaman. New York
John Wright		Do Do.
Charles Baker		Do. Massachusetts
William Lewis		East Indies. Seaman
Anto Derry.		Spain Seaman

7. Charter Party.

Between L Larkin and A. Perry.

To sail from Havana with Merchandize per Cabinda and after discharging the outward Cargo wait orders or proceed to the Island of Kabo as may be decided on by the Consignee at the rate of 1000. Dollars - One half to be paid in Cash previous to the sailing of the Vessel, and the balance on receipt of the receipted Bill of Lading of the delivery of the Cargo.

60 running days for discharging. awaiting orders and loading on the Coast - At the expiration of which time demmurage at the rate of Thirty Dollars a day.

Should the Charterer wish to ship a Cargo of Palm Oil on the Coast for this Port or New York, the Captain agrees to take the same for 1500 Dollars - Penalty for non performance 2.000 Doll's

Havana 11. June 1845. L. Larkin
A. Perry.

Witness
Thos. Nenninger

No 8. Muster Roll given by Consul - Havana to the Coast of Africa -

Charles. Morell.	Mate	United States	
W. S. Hinkley	Seaman	"	"
William Lewis	Seaman	"	17 June 184
Antonio Grady	Seaman		Havana
Miguel Vidal	"	Spain	17 June 18
Angel Carrera	"	"	

Jeremiah Ashly — Seaman —
Miguel Morrell Cook & Steward —

Deposition of John Larkin, Master of the American
Schooner Merchant of New York.

[illegible] the Mate refused to
[illegible] by some order given him by this Spaniard (Pierre)
[illegible] that time the Spaniards [illegible]
[illegible]
[illegible]
[

Given under my hand on board the U. S. Ship Jamestown at Porto Praya, this 6
1845. Signed in our presence.

Chas. Wm. Skinner Commanding U. S. Naval Forces West Coast of

R. B. Cunningham Commanding U. S. Ship Jamestown

Wm. H. Allen Jr. Commodore's Secretary

D

(Copy)

United States Ship Jamestown
Off the Isle of Tour
3rd December 1815

Sir

As it is important that Captain Monck, late Master of the American Schooner "Merchant" now confined in Prison at this place, should return in her to the United States, as a principal party Concerned in the transactions of that Vessel, I request that your Excellency will be pleased to release and deliver him to the Officer who will hand you this —

I have the honor to be,
with Respectful
Your Excellency's
Most Obedient Servant,
Signed Wm Offley Shaw
Commander Commanding
The United States Naval Forces
Western Coast of Africa

To
His Excellency
Governor Ferguson
Sierra Leone

E

(Copy)

42

Government House
Sierra Leone
2nd December 1845

Sir,

In reply to your letter of this days date, I have the Honor to acquaint you that orders have been given for delivering into the custody of Lieutenant J. B. Walbach of the United States Navy, the person of Charles Monal, alias Morel, now a prisoner in Gaol at this place

I have the Honor to be,
Sir, Very Respectfully,
Your Most Obedient,
Humble Servant.
(signed) W. Ferguseon
Gov.

Commodore E. W. Skinner
Commanding the United States
Naval Squadron - Western Africa

F

Information respecting the American Schooner "Merchant", given by Ennis Stone formerly Mate of said Vessel -

Gloria Cuba
3rd December 1845.

I Shipped on board the Merchant in Havanna 15th June 1845 Lorin Larkin Master, bound to the Coast of Africa - The Crew consisted of Four Americans (including the Master) and Four Spaniards, with Three Spanish Passengers. In the Course of Two Weeks, One of the Spaniards, Captain Volontine assumed Command; he, and the other passengers took daily observations, and regulated the Course of the Vessel - Captain Larkin had nothing to say, except when a Vessel hove in sight; in speaking a Vessel, Captain Larkin hailed, and always hoisted American Colors - The deponent as Mate lived in the Cabin about One Month, when he had a difficulty with the Spanish Boatswain Miguel, for refusing his order, when the other passengers, in Consequence of my refusing the orders of a Spaniard, resented it, and I went forward, and lived with the Crew, and would do no duty, as I supposed I had shipped under Captain Larkin,

Things went on in this way until on or about the 22nd of August, when, for some cause unknown to me, Captain Larkin shot a passenger in the neck; the Spaniard sprung on him, wrested the Pistol from his Hand and threw him down, when one of the other passengers shot Captain Larkin in the head, they then threw him overboard - Captain Volontine ordered the Vessel wore round, when some of the Americans threw him Ropes and got him on board; his wounds was dressed, and as he had fired at Captain Volontine, he had him tied, in which state he continued until the morning of the day we arrived at Kabenda, when he was reinstated as American Captain, and went on Shore with the Passengers - Here, by his permission

permission, the Log Book was destroyed by the Spanish Captain.
Captain Larkin came on board at night with another American
Captain of a Baltimore Brig called the "Janet," accompanied by
one of the Passengers who was Spanish Second Mate. The Spanish
said, next morning, he would go round to Congo, discharge the
Cargo, and take in her Slaves there. This the Spanish Captain
informed Captain Larkin in my presence; he said he would pa
us our wages and passage to the United States so soon as he
had taken the Slaves on board; he promised me Seven Dou
loons, Three Months extra pay, and a present besides. Afte
he went on shore, Captain Larkin asked me if Volontine ha
given me any money. I told him no. He asked Captain
Larkin and myself to come on shore and dine with him; the
Captain declined, I went on shore and dined with him. While
I was on shore, the British Brig "Cygnet" took charge of her.
Whilst the Captain was tied, I
lived in the Cabin again, and discharged my duty as Ame
can Mate. The Spanish Captain told me he was part Own
and the other part was owned by Perry, a Frenchman in
Havanna, and that he was going on the Coast for Slaves.
This he told me after I went aft again, and lived in the
Cabin. When the Spanish Captain heard in my pres
on shore that the English had taken possession of the Vessel,
he was very dejected, and said he was afraid Captain Larkin ha
not spoken right. I went on board, and asked Captain
Larkin what was the matter, he said the English had suspi
of his being engaged in the Slave Trade, as a Spanish Vess
Covered by the American Flag, and intended to send him
to Sierra Leone, which they accordingly did.

Charles Monel

The foregoing deposition was read over to Charles Monel in
our presence, and having acknowledged it to be the truth, he
affixed his signature the day and date first within written.

Given under our hands on
board the H. B. M. Ship "Jamestown" off Sierra Leone this 3rd
day of December 1845.

Chas. D. Wm. Skinner
Commodore Commanding H.B.M. Naval Forces, Western Coast of Africa

R. B. Cunningham
Commanding H. B. M. Ship Jamestown

Wm. K. Ellmands
Commodore's Secretary

In addition to the foregoing deposition, I wish to state
that the first night out from Havanna, Miguel, a Spaniard,
who shipped as a Seaman, but lived in the Cabin with
Captain Larkin and the Spanish Passengers, ordered me to
pump the Vessel out, which I refused. The same night,
the Spanish Captain, Volontine came to me and asked me to
say no more about it, all the Spaniards should be in
One Watch and the Americans in the other. This Miguel,
it appears, was the Spanish Boatswain, and had all to say
about the Vessel. When there was any difficulty about
Provisions, which occurred several times, the Spanish Captain,
Volontine, always came forward, and pacified the Men.
Upon one occasion, I took some Fresh Water from the
Cask, Captain Volontine told me not to waste the
Water, he did not wash in it himself, and that we
might have a long passage.

At Kabenda, Captain Volontine
told me to take the Lower Steering Sail Boom Irons off the

the Swinging Booms, and the Flying Jib Boom Iron off the
Jib Boom - He said he would act as Pilot to Congo,
and if boarded by a Man of War, he would say he was
the Pilot -

Given under my hand on board the U S Ship Jamestown at Sea, this 11th day of Decemb

C Lowndes - Moor

Signed in our presence.

Chas. W. Flinner

Commodore Commanding U. S. Naval Forces, West Coast of Africa

R. B. Cunningham

Commanding U. S. Ship "Jamestown"

Wm. Hillmand

Commodore's Secretary.

No 43.

U. S. Ship Saratoga
Porto Praya
10th December 1845.

Sir

In my Communication dated at
Rio 5th Inst. I informed you that I had made sail
for the Cape de Verdes. On the 18th instant at 5 PM
Black Rock N. 2 Leagues, from the Lighthouse, the
enclosed documents received by the Commissioners,
the Consular Convention between the United States,
which will, in future, be my guide -

On the 16th the Lieutenant mentioned, she will be dispatched without delay. I have written to the U. S. District Attorney, and Marshall of the District where she may arrive, Copies of those Communications I enclose. The Master of the vessel is desirous of going into a Southern Port, and as the season of the Year at which she will arrive may be inclement, I have ordered her to any Port between New York and Charleston, preferring, Rowan, Norfolk, where the officers and Crew can be turned over to the Receiving Ship, and the duties on Coal belonging to the United States, returned into Store -

I trust there will appear sufficient Cause for the Course I have adopted in sending her to the United States - When I took possession of her, she had cleared for New York (Her clearance I have transmitted to the District Attorney) I thought it

it, I conceive, proper to have her sent off the Coast, as I
am of opinion she will not then attempt
to visit the United States. Vessels of this description
cannot safely venture out. The Trade of the Country
on the Continent, and is esteemed lucrative by those
engaged in it, and I am of opinion that no greater
Insult can be offered to it, than that of arresting
such Vessels as the "Mermaid"; she was, without
doubt, intended, for the Slave Trade, either as an
Armament, or Provisionary, and has merely
served as a Cover to Sail safely, until the
Slaves are embarked, as appears by the statement
of the Male Prisoners, taken from, and the Master, there
appears to Exist the most deadly hostility, one is
as contrary of Credit as the other - The Masters state=
ments to me have been very contradictory, I hope however,
the truth may be elicited, and, if guilt be proved,
such an Example made of the offender, as will
deter others from such nefarious and injurious
practices) -

I shall immediately dispatch the
Southampton to Monrovia, (where I landed, during
my late visit, One Months Rations for the Garrison)
to deposit a larger supply for the Vessels Coming
on the Coast, that they may prolong their Cruize,
and then, will sail with this Ship for the Coast,
visiting Goree, the Head Quarters of the French
Squadron, where I hope to establish friendly
relations with the French Admiral - I shall
leave Orders here for any Vessels that may arrive
during my absence - With an additional Sloop,
and Brig, and a becoming activity, our Commerce
and Flag may be, I think, efficiently protected,

I.

I am still of opinion, however, that the Force distributed in Ten Gun Brigs, and One Twenty Gun Ship, would be a better arrangement, and fully equal to all that could be required of the Squadron on this Station -

I have sent Passed Midshipman Rolando, Acting Master, Home in charge of the "Merchant," and Passed Midshipman Balch to assist, both from the Southampton, and have transferred Passed Midshipman Morris, Acting Master, and Midshipman Thomas, from this Ship to supply their places -

I have the Honor to be,
Respectfully, Sir,
Your Obedient Servant,
Chas. Wm. Skinner
Commanding U. S. Naval Force,
Western Coast of Africa

To
The Hon.ble George Bancroft
Secretary of the Navy
Washington

Copy.

U. S. Ship Jamestown
Port Praya
18th December 1845

Sir,

I have sent to the United States from Sierra Leone for adjudication, the Schooner "Merchant", Lorin Larkin Master, under the following Circumstances

It appears the Vessel sailed from New-York to the Havanna, the Master appearing on the Register and Bill of Sale as Sole Owner; on her arrival at Havanna, her Crew were discharged, another Crew obtained consisting of Four Americans, (including the Master) and Two Spaniards; Two other Spaniards came on board outside the Harbor, as part of the Crew, without the Master's Consent. Three Spanish Passengers were sent on board by a Mr Sanninger=

After getting to Sea, the Spanish Passen= gers assumed Commands, took daily observations, and navigated the Vessel, and this without remonstrance or opposition on the part of the Master and Owner of the Ves= sel - For particulars I refer you to Larkin's statement (lettered A)

On her arrival at Kabenda, (Africa) the great Slave Mart, the Spaniards Commenced landing her Cargo at Night - She was shortly after, captured by Her Britannic Majesty's Brig "Cygnet," on suspicion of being a Spanish Vessel illegally assuming the American Flag, and sent to Sierra Leone; on Examination she was liberated for want of sufficient proof, the Mate and Crew refusing to make disclosures - She remained in Port from the 13th of October, until I arrived and took possession of her on the 3rd Inst - Larkin had procured a Crew, and cleared for New-York -

Learning that the Mate that came out in her from Havanna was in Prison, I procured his release

(Copy

(very much against the inclination of the Master;) upon being interrogated, he gave the accompanying deposition (lettered B) from it you will at once perceive the real character of the Vessel, his statement throws light upon many parts of the Masters narrative, otherways inexplicable -

That the Schooner was designed for the Slave trade there can be no doubt, from the number of Water Casks &c &c, as well as the acknowledgement of the Spanish Captain Larkin, he expressing his intention of taking them on board at Cuba, to Larkin, in presence of the Mate to whom he promised a Reward - On Examining her Papers, including the Muster Rolls &c, you will find discrepancies; in the Charter Party Larkin appears on the part of the Owners; in the Register he is sole Owner - In the Manifest the number of Packages are named, but not their Contents; the Two Thousand Kegs of Merchandize contain Powder; her entire Cargo was designed for the Slave Market - The Cargo was to be delivered to Order, no name of Consignee given, which Corroborates the statement of the Mate that the Owner was on board -

The statement of Larkin, that the Spaniards intended to Kill the Americans is ridiculous; the Americans and Papers were their only protection; beside, if they had such a wish, they could have done so at any time, as they were divided in Watches, Seven Spaniards in One Watch Four Americans in the other; the Americans were always below at night when the Spaniards were on deck. The Mate states the Spaniards were afraid the Americans had a design to take the Vessel from them, which is the most probable -

One thing is certain; she was not an honest Trader; she was, without doubt, Covered by the American Flag, for which purpose Larkin lent himself and Papers; such practices injure the Legal Commerce on the Coast under our Flag, and bring great reproach on our Country

I trust you will be enabled to sift out matter enough, to Condemn at least the Master; by punishing him, others will be deterred from lending themselves and our Flag, for the base and infamous purpose of Covering a Foreign Slave Trade -

The Papers of the Schooner have been placed in charge of the Prize officer - The Master, Mate, and One Seaman of the Original Crew will be placed in the Custody of the Marshall of the District -

I am Respectfully, Sir
Your Obt. Servt
Signed Ena. Hpn. Skinner
Commodore Commanding the United States
Naval Forces - West Coast of Africa

To
The United States District Attorney
of the District where the Schooner
"Merchant" may arrive -

(Copy)

United States Consulate
Sierra Leone 18 December 1845

Sir,

I have the honor to the United States Schooner "Merchant" engaged in Enslaving (Africa) upon Britons, as a Spanish vessel under the American Flag

I have the honor to inform you that I have libelled by Libel of Information for want of Proof, seized by me at Sierra Leone as an American, a Spanish vessel Equipped for the American Flag, Engaged in the Slave Trade

The testimony of the Mate is very important, I therefore Commend to your safe Keeping the Master, John Larkin, the Mate, Charles Howell and W. S. Kinckley Seaman, the only persons remaining of her Crew shipped at Havana - I have written to the District Attorney

Attorney on the subject, and enclosed him such documents as I deemed of consequence in her examination - The principal part of her Cargo Consists of Gun Powder-

I am, Respectfully, Sir
Your Obt. Sert.
Signed Chas Wm Skinner
Commodore Commanding the
United States Naval Forces on the
Eastern Coast of Africa

To
The United States Marshall
of the District where the
Schooner "Merchant" may arrive

No. 1.

H.M. Ship Jamestown
Cape Coast
15th December 1845

Sir,

I have the honor to enclose for the better information of Commodore Jones, Commanding H.M. Naval Forces on this Station, the relation of the capture made by the American Schooner Merchant, recently sent to the United States by this Ship - The opportunities of communicating with the Commodore are not frequent, as his rendezvous is at the Isle of Ascension, a point so remote, that much time must necessarily elapse, before an answer from thence can be received. I have, however, reason to believe he will soon visit this part of the Station, as he was expected at Sierra Leone in all December, and he stated, last Summer, to Commander Bell, for my information, that he would visit this place in December or January - I am very desirous to meet him, that we may have a more explicit understanding upon some important subjects connected with our respective duties.

I am convinced that the greater number of Vessels into which the Stipulated force can be divided, the better, and that a Twenty Gun Ship for the Commanding Officer is most suitable, being a handier and more active Vessel than one of a larger Class. I know it is the opinion of some Officers that the size of a Vessel increases the respectability of the Commander; it is, however, my impression, that the fitness of the Vessel for the duty to be performed, is of first importance; with these views, I visited this

Ship,

Ship in pursuit of a Cruiser; another consideration was, that it would add a Vessel to my Command; as we reduce the number of our Cruisers on the Coast, the chances of capture will be diminished, and the number of adventures consequently increased - An American Cruiser has nothing to apprehend from a British Vessel of War, their only fear is capture by our own Cruisers, and this apprehension alone, prevents their Cruising on the track of American Vessels -

I had drawn in readiness for the Sea, one was intended for Cabenda, to which the Squadron - I should then have had, the Station in the Bight of Benin, and Windward, Port at Cabinda, and adjacent Coast, Loanda between Salinas and Sanguin - After returning in this Ship from Goree and Gambia, and taking in Stores, I should make arrangements to run down the entire length of the Coast, visiting the Vessels on their Stations as far South as Cabenda; this would probably have occupied the intervening time until April, when I hoped to be relieved - Your Contemplated arrangement is certainly far more agreeable - I shall impart to my Successor the plans of operations I had formed, and put him in possession of the Cruising Instructions under which the Vessels are now acting, and such other information as may be of service in the prosecution of his duties -

This Station is, in my opinion, far more important in all its bearings than any other upon which we keep a Naval Force - It is here, we most frequently come in contact with our great Commercial rival; here, under the pretext of ascertaining nationality, our Vessels are liable to be boarded; and here only, our Flag is prostituted to cover an illegal and inhuman traffic. To prevent these evils, an active Naval Force will be necessary at all times; with such a force, our growing and lucrative Commerce will increase, and our Flag be protected.

Whilst on this subject, I would respectfully suggest, that a Vessel might be occasionally detached, from the Brazil Station to visit Cabenda on the South Coast, and its vicinity, as the Trade is carried on from Portuguese Ports under our Flag; they could make Cruises of three or four months duration - By this arrangement, the force we now have, confined to the West Coast, would be sufficient - I would also take the liberty of suggesting the propriety of Commercial Vessels bound to Brazil, or the East Indies, to run down, and show their Flags along the Coast of Africa; it would be but little out of their way, then could stop at Porto Praya, leave letters, and take on board fruit and other refreshments &c - This would not lengthen their passage more than a few days, and would have a good effect along the Coast; Merchantmen do so often; the English bound to the Cape of Good Hope and Brazil, generally; from them the Officers of our Squadron frequently procure Supplies -

I offer these suggestions for, for your consideration, with diffidence, under the impression, that, if adopted, they would increase our Commercial interests along the Coast, which is the only object I have in view, and, I trust, will be a sufficient apology for making them -

I have the honor to be,
Respectfully, &c,
Your Obdt. Servt
Chas. Wm. Skinner
Commanding U.S. Naval Forces
West Coast of Africa

The Hon.ble George Bancroft
Secretary of the Navy
Washington

— Copy —

United States Ship Jamestown.
At Sea, 9th November 1843.

Sir,

Having received information from the Commander of H. B. M. Brig "Sea Lark", Spoken off St. Ann's, that there was an American Schooner at Sierra Leone, (captured by H. B. M. Brig "Cygnet", Commander Layton, at Kabenda) I proceeded to that place for the purpose of ascertaining the facts connected with the case.

I accordingly addressed the Governor on the subject, to which he promptly responded, and I have the honor to enclose for your information the copy of a document received through his Excellency, from Mr. Dongues, Agent and Proctor of Commander Layton. From it you will perceive the vessel was released, as "there did not appear sufficient legal evidence to proceed against her as a Spanish vessel, sailing under the Flag of the United States, engaged in the Slave Trade". The schooner "Merchant" was seized by Commander Layton, on "information received that a Spanish Captain and Mate, who had come out from the Havana as Passengers, were to have returned in her with a Cargo of Slaves" — even of this there was no proof, the information was therefore entirely unsustained.

If vessels are thus liable to capture on mere rumors, all legal Commerce on the Coast must be inevitably destroyed. I took occasion, in a former communication, to advert to the necessity of great caution in acting from any other than certain information

Ship March 13. Evans

formalities instituted by positive proofs from the neglect of such precaution in this instance, an illegal practice had been made;- the Existing Treaty and Stipulations of the United States totally disregarded.— The passage of the vessel from Rubaneh to Sierra Leone presented a scene of drunkenness, riot and violence in which, from the statements of the Master and Mate of the Schooner, the Prize Officer and two particular, the vessel narrowly escaped being wrecked in the Breakers off Shebar, parting and losing one chain and anchor, slipping and losing the other; the Master of the Schooner was for a short time confined in Irons. I feel Satisfied, Commodore, you will, with me, deeply regret this procedure of Commander Layton, and I am sorry it becomes my duty to address you on a subject so painful. The capture itself was unjustifiable; his entering the Port and properly on board to me, (where (I) shortly I am correctly informed) rendered him entirely unfit for the charge;- still more so. For a detailed account of the proceedings on board the "Nereshant" I refer you to the Journal of the Prize Officer, published at Sierra Leone.

I earnestly desire, Sir, to call your early and serious attention to this subject, that a stop may be put at once to acts, which, if persisted in, will demand from me measures that may interrupt that harmony which happily exists between our respective Governments;- these desirable and friendly relations can only be maintained by a close adherence, on the part of Officers, to the Treaty Stipulations, which it is our duty, and, I trust, our sincere desire to preserve.

I have

I have the honor to be, with great consideration
& respect &c.

Your most Obedient,
humble Servant,
(Signed) Chas. Wm. Shinner,
Commodore, Commanding the
United States Naval Forces on
the Western Coast of Africa.

Commodore Williams Jones,
Commanding His Britannic Majesty's
Naval Forces on the Western Coast
of Africa.

No 15

26 Chs James Town
Port Praya
2nd January 1846

Sir,

In my Communication of the 15th Inst to the Commander in Chief I informed you that Lancaster could be immediately supplied for Monrovia, **to Lands Supplies for the Vessels** coming up the Coast, that they might prosecute their voyage" According to, after taking on board the Vessel's Provisions from the Store, (sufficient for three Hundred Men for four Months,) she sailed on the 31st ult. with orders to take in Water, and return without delay to this Port. Consigned writing with the Ships on the 2nd inst in the mean time, the Lancaster Water Tank Carriage of Iron Bolfast had received, (the Vessel that I informed you had been ordered by the Portuguese Authorities at the Isle of Sal) The Master and Crew having proceeded against returning in her to the United States, the Command devolved on me & undertook a survey, which I ordered, composed of the most experienced Officers and Mechanics on this Ship, they reported that with caulking, some Iron, and other Work, she might safely proceed on her voyage. As Business to do this Work, could not be procured from the Store, I gave it to be my duty, (as great loss would accrue to the Owners, if she was left here in her then Condition,) to defer sailing until after the 19th was Reduced to Ten

On the 28th the Captain joined, by his I received your gratifying Communication of Nov — 1845 (gratifying especially, because expressive of your approbation of my Movements) &c. documents from the Bureaux

&c

&c. The Perfidian is now lading in Stores, and refreshes, her Crew will be sent down from the Ships, (as fast as one is in Store) to their Ships on the morning of January 1st

I trust the Southampton will arrive Benevento the Ships from the United States, Had I Contemplated an Attack upon Algiers from the W.S. as early a Period, I would have detained the Ships, but as it is important to have Stores at Port Mahon, and as it is the object, and mine in time, I shall be highly gratified, She is expected by the 25th January -

I should remark that Vessels coming from the United States to join the Squadron, should take on board as large a supply of Stores, (especially such as are not perishable,) as they can stow - The Marion, on her arrival here during my absence, purchased, (there being none in Store) Ten Boxes of Sperm Candles - Wholesale, at the Growth or Manufacture of Africa can only be had on this Station at exorbitant prices I Contin ue to endeavour to impress on the minds of Officers the necessity of Economy, as a contrary course must inevitably destroy the Navy, and deprive the Nation of its right Arm -

The prospect of going to the Mediterranean has infused new life into the Officers, there not being more than three or four, including the Captain and myself, that have ever been on that Station

The repairs of the Frigate Constitution being completed, Provisions and Clothing furnished in Repairing of the Vessels, the Ships will immediately sail for Gibraltar and Tunis, remain One or two days at Each Port, and return in sufficient time for the Store Ships

I could Not take the liberty of Warning the Impressment from your mind that Courts Martial since ten months in the Squadron under my Command, there has been but One for the trial of Two Officers, and their offences were generally Committed previous to my joining the Station - It gives me great pleasure to

to state that Harmony and good feeling continue to prevail throughout the Squadron -

I have the honor to be,
Respectfully, Sir,
Your Obedient Servant
Chas. Wm. Skinner
Commanding U.S. Naval Forces.
Western Coast of Africa

The Hon.ble
George Bancroft
Secretary of the Navy
Washington

No 46.

U. S. Ship Jamestown
Porto Praya 9th January 1816

Sir

In my Communication of the 2nd Inst I expressed an intention of sailing immediately for Goree and Gambia. On the 3rd I sailed; on further reflection, however, I determined not to touch at those places, apprehensive that long passages, owing to the Calms prevalent on the Coast, might probably detain me until after the arrival of the Line Ship from the United States, which I had been officially informed might be expected hereon the 12th inst.; I therefore confined my cruize to the vicinity of the Islands of St Iago and May. On the 8th stretched in, and sent a Boat on shore at Porto Praya with a Communication for the Consul, his reply determined me to anchor until after the sailing of the Sarah Louisa, by which I send this, and other Communications.

Enclosed are Bills of Exchange on the Owners of the Brig for the amount of Provisions and Slops furnished by me to Enable the Brig to proceed to the United States.

I have the Honor to be
Respectfully, Sir,
Your Obed't Serv't
Chas. W. Morris
Commanding U.S. Naval Forces
Western Coast of Africa

To
The Hon.ble George Bancroft
Secretary of the Navy
Washington

Li 15 Marzo 181 Giovedì

No 117.

U. S. Ship Jamestown
Port Praya
15th January 1861

Sir—

I have the honor to inform you that the "Gladiator", Commander Bell, Captured & Cabinda and sent to Monrovia, the Ship "Bonito" of Philadelphia having on board at the time of Capture 713 Slaves, about 150 died during the Passage of 14 days, she landed about 750— I have not received the official report of the proceedings of Commander Bell, but expect it by the "Southampton," Steamer from Liverpool—

I have the honor to be,
Respectfully, Sir,
Your Obedient Servant,
Chas. Wm. Skinner
Commanding U.S. Steamer Jamestown
Western Coast of Africa

No-

The Hon^ble
Geo. Bancroft
Secretary of the Navy
Washington

16 March 13 Eames,

[illegible]

[illegible]

[illegible] Custom House Officer [illegible] Vessels [illegible] Vessel [illegible] Vessel [illegible] Vessel

as might now appertaining, I sent an Officer and guard of Marines on board & prevent any thing being removed or thrown overboard, or persons escaping - The Portuguese being about taking the Bills on Shore was prevented - After dark, a Boat, filled with Soldiers from the Shore came alongside, but were refused admittance; I had instructed the Officer to state that we would take care of the Vessel, the Custom House Officer remaining on board to attend to his duty - The next Morning, Two Officers came on board the Somerton, with a letter from the Collector, desiring the removal of the Guards, which he was declined, until I was informed officially and satisfactorily as to the Cause of this Seizure - I sent an Officer and Ten additional Men on board as I understood the Authorities designed seizing the Vessel by force - I addressed the Consul the note lettered **A**, to which I received the reply (**B**) - I also note the Governor the Note lettered **C**, the Collector lettered **D** - The Consul came on board, and after learning my determination not to give the Vessel up on the plea of her being seized as a Slaver, until convinced of their right so to do, which he informed me was set up by the Collector, he returned to the Shore - That Evening I received the replies of the Governor and Collector (Governor's lettered **E**, Collector's **F**), which next Morning were translated - As the Governor was unwell with the Fever of the Country I accepted his invitation, and went Ashore at the House of the Consul - You will perceive by their respective replies, that they had shifted the grounds of Seizure upon one to which I could not object - viz a false entry at the Custom House - The Governor stipulated that nothing should be removed from the Vessel, all should remain as on arrival, her Hatches sealed, and a guard placed on board the moment I withdrew my force - Under these assurances, I gave up charge of the Vessel -

Understanding the Governor General

was at the Isle of Boava, I determined to communicate with him on the Subject, stating the Circumstances of this place of my intention, and offering to convey Communications from him - He accepted the offer - Having received his Dispatches on the 19th instant, in the 18th inst. I came where there is the Anchorage, dispatched the Communication (lettered **G**) to the Shore, with those for the Governor, they were immediately forwarded by the Officer in Command to the Mountain Residence of the Governor General - As the 18th and 19th it blew very hard, the Ship was kept plying between Boava and Fogo, standing in occasionally near the Town - On the afternoon of the 19th the preconcerted Signal being made on the Flag Staff at the Fort, I sent on board a Boat, and received the Communication (lettered **H**) with others for the Governor of this place - The Governor General having declined my invitation to take passage in this Ship, I immediately made Sail and anchored here on the Evening of the 20th - On the Morning of the 21st, went on Shore, and had the Communications translated - After perusing many Applications, the Collector consented to give the Vessel up on her paying the Expences attending on removing to the Shore the Cargo, and Enumerated in the Manifest, (which he has done, the Governor's stipulation to the contrary notwithstanding) and to be re-shipped at the expence of the Vessel -

The Governor General is an Officer of high character and liberality, but for my application to him, the Rebel Wilson would have been compelled to pay Three Thousand Pounds Sterling, or give Security to a Bond which would have exhausted the entire Value of Vessel and Cargo - I have had several interviews with the Consul on the Subject and have been forced to take a decisive stand, as there has been manifested a disposition to create difficulties and increase the Expenses of the Vessel - It is but justice to the Governor of this place to say, that throughout the transaction, he has evinced the Courtesy of a Gentleman and

Soldier

Sir - I have the honor to report the arrival
of Her Britannic Majesty's Ship under my command on the 31st
inst.

I am happy to inform you that Robert Wilson
Esqr. of the Custom House, and family are safe. I have captured her
off the Islands, after every effort on her part to escape, and sent
Lieutenant Chipman assisted by Midshipman Phelps in charge.
This ship will return to Port Praya to await
the arrival of the Store Ship -

I have the honor to be,
Respectfully, &c,
Your Obedient Servant
Chas. W. Hanson
Commander U.S. Naval Forces.
West Coast of Africa

To
Hon. J. Dancroft
Secretary of the Navy.
Washington

Copy

A

Sir

I beg leave to inform you that I am ready to receive the American citizen "Robert Wilson" lately committed into my custody by the Magistrates of Lagos charged with the crime of Murder, and to proceed with him to Gibraltar, for trial at the Supreme Court there, unless I receive instructions from you to the contrary. I have therefore to request that you will be pleased to inform me whether I am to proceed to Gibraltar with the prisoner, or whether you will take him under your charge at this Port.

I am, Respectfully, Sir,
Your Most Obt Servt
Signed: Chas Hotham
Commd & Commanding Her M.
Sea Forces, Western Coast of Africa

To
Jas Gardner Esq
H.M. Consul &c &c &c
Cape Verde Islands

Copy

B

U. S. Consular Agency
Sierra Leone Colony
January 3rd 1844

Sir,

In reply to your Communication bearing date 2nd inst, I inform you that by a Clause of the Portuguese Treaty of the 19th Decr 1826. All Vessels being found with Articles intended for the African Slave Trade, such as an uncommon quantity of Casks, Irons, Coppers or Articles usually used on board Vessels in that trade, were to be seized and adjudicated, and if found with these Articles, were condemned; that is the Law under which the Collector of Customs Seizes this Vessel Whether this Law applies to American Vessels, I have my Serious doubts, although there are no exceptions as to Nationality in the Law - According to the Laws of Nations, American Vessels Carry on freight any Article not being Contraband of War - This Vessel has Articles on board, which according to that Decree has Committed herself. Viz Extra Quantities of Water Casks, Slave Caboose &c, but you being Commander in Chief of the Naval Forces of our Country, destined for this Especial duty, and being now present, leads me to the Conclusion that you Should demand this Vessel from the Authorities (the Governor General) to be sent home for trial as a Pirate -

I am, Respectfully,
Your Most Obdt Servt
signed F Gardner
Consul

Commodore Chas Wm Skinner
Commanding U. S. Naval Forces
West Coast Africa
Flag Ship "Jamestown"

C

United States Ship Jamestown
Porto Praya 15th January 1846

Sir

I yesterday seized the American Schooner "Robert Wilson", on suspicion of violating the Laws of the United States in relation to the Slave Trade; since that time the Officers of the Customs at this place have been on board turning over her Cargo and causing much Confusion - I desire they may be at once withdrawn, as it is my intention to send the Vessel immediately to the United States for adjudication -

I have the honor to be,
Most Respectfully, Your Excellency's
Obedient Servant
(signed) Chas H. Bell
Commodore, Commanding the United States Naval Forces on the Western Coast of Africa

His Excellency
The Military Commandant
Porto Praya

United States Ship Jamestown
Porto Praya 15th January 1846.

Sir

I had the honor to address you this morning, in relation to the American Schooner "Robert Wilson" which I have seized on suspicion of being an American Vessel engaged in the Slave Trade - to which I have not received a reply -

I now demand from your Excellency the immediate release of that Vessel, or goods and sufficient reasons for her detention by the Portuguese Authorities - In the mean time my Officer on board will preserve every thing as it now stands; the Vessel shall not leave this Port until the matter is finally adjusted, - the Portuguese Custom House Officer remaining on board to see that the Custom House Regulations are not violated -

I have the honor to be, Most Respectfully,
Your Excellency's Obedient Servant
(signed) Chas H. Bell
Commodore, Commanding the United States Naval Forces on the Western Coast of Africa

His Excellency
The Military Commandant
Porto Praya

D

(Copy)

United States Ship "Jamestown
Port Praya 5th January 1816

Sir,—

I call on you to inform me by what authority you claim to seize the American Schooner "Robert Wilson" now in this Port, taken possession of yesterday by me on Suspicion of violating the Laws of the United States in relation to the Slave Trade — I desire that matters may remain as it is on board that Vessel, until I am perfectly satisfied that the right claimed by you is in accordance with Justice and the existing Treaty between our respective Governments —

I am, Respectfully, Sir
Your Obedient Servant
(Signed) Chas. Wm. Skinner
Commodore, Commanding the United States Naval Forces on the Western Coast of Africa —

To
The Collector of the Customs
Porto Praya.

Translation

Copy

E

Military Commandant

Island of St Iago

Cape Verde Islands

Sir and most Excellent Sir

I have the official Communication of Your Excellency's date of June 15th under reply, inform Your Excellency, that the Schooner "Robert Wilson" was subject to the Custom House Regulations, and other Portuguese Authorities, when, by order of Your Excellency (it is natural to suppose) She was taken possession of by a force from the H.M. Ship Jamestown, and also to oppose the execution of the measures the Authorities of the Custom House were about to prosecute against said Vessel, a proceeding, which, Your Excellency must allow me to say, is in opposition to the instructions of the Governor General of this Province in Executing the Orders of H.M.F. Majesty. The Officers of the Customs, by Competent Authority, were about to proceed in the discharge of their duty, to the Search for certain Articles informed against, and which the Captain had not manifested - The existence of these articles on board for is that the Schooner Robert Wilson has violated the Law of Portugal, by which it becomes my duty to inform Your Excellency that it is not possible, in view of these Motives, to withdraw the Officers of Customs from on board of Her - According to the Law of Portugal, to which I Consider Her Subject, She can only be adjudicated by the Local Authorities, which by no means will prejudice the right Your Excellency insists on, of proceeding against her as a Vessel engaged in the Traffic of Slaves -

I am indisposed with the Fever of the Country, which will not allow me the honour of a Conference with Your Excellency on board, but for the interests of our respective Governments, I think it will be Convenient for me to propose One at the residence of the Consul of the U.S. not wishing, however, to incommode, but, if Your Excellency will have the goodness to allow it, I shall have the greatest satisfaction, as I think the business in question will have a pleasurable result, keeping the necessary formalities -

God

God guards your Excellency.

Head Quarters. Villa da Praia 15th Jany 1846.

[signed] Joze Maria Sobo de Avila
Major Brevet. Military Commandant
of Islands of St Iago

Illustrious and Most Excellent.

Charles William Skinner
Commodore Commanding United States Naval Forces - West Coast of Africa

Translation

Copy
F

Administration Generale of
the Custom House for
the Southern District
of Cape Verdes.

Most Illustrious Sir —

I acknowledge the receipt of your official Communication of this date, in which you ask by what authority I claim the Prize Schr Robt Wilson, at Anchor in this Port which you say you had taken Yesterday, and wish any thing to remain in the primitive state on board until you are perfectly convinced that the right I claim is founded in Justice and according to existing treaties between our Governments - It now belongs to me to declare to you that the Captain of the above mentioned Schooner presented in this Custom House, some of his Papers wanting all legal form, as can be seen by his list of Crew without the signature of any authority whatever, having Spaniards on board without Passports, and more than this, no Manifest whatever, which led me to believe that there were more or less articles of Contraband on board, and as the Custom House Regulations require that the Chief shall in similar Cases proceed to an Examination, I accordingly ordered the proper Officers Yesterday afternoon to proceed to this Service where they were employed until Sun set, finding in her Hold divers articles which by the Decree of 10th Decr were prohibited, all of which were kept back by the Captain - At dark, the Hatches were sealed, and one of the Officers remained on guard on board, until the armed force which I had required of the Military Commandant of this Island should arrive on board - However, as you had ordered your force on board before the Arrival of the force from the Shore, they returned again on Shore - You call this a Capture made by your People? well, I give it the name of violence, as the Vessel in Question was, and yet remains, under the inspection of this Custom House and with Officers on board to comply with what the Law Orders - I this Morning wrote officially to you to order this force to retire, however, you have not honored me with an Answer, nor caused the Schooner to be cleared, after you know that in Ports where there are Custom Houses, to them only belongs the inspection of Vessels, Nature as well as Foreign -

In furtherance of my Communication above cited, I wish

with

with some Officers of this Department to make the seizure of the above mentioned Schooner of which the Captain was informed, and the Govr. not drawn out for him to pay One Thousand Dollars - If you think you have the right to reclaim this Vessel, you have the right to apply to my Government at present at Island of Brava, as I am certain the same will act with Justice

Custom House Villa da Praia 15th January 1846.

I am Your Obedt Servt

[signed] Ambrosio Jr Cordeiro

Absolute Senr. Commodore
of the American Squadron

G

Copy

15th

United States Ship Jamestown
off Brava 17th January 1846.

Most Excellent Sir

I have an American Schooner called the "Coral Nilson" Arrived a few days since at Porto Praya, and now detained under the following Circumstances.

She arrived at that Port from Havanna in distress for Water. The Master went in Shore, called on the Consul for the United States, who went with him to the Custom House to go through the usual formalities - The Master was led to believe, in his Case, a Manifest, (as he did not intend to trade,) was a mere form; he therefore gave one from Memory in the Custom House - It is usual in all Cases of this kind to allow Twenty Four Hours to extend a Manifest in the event of any omission, but in this instance, when the Master returned to his Vessel in an hour, he found on board persons from the Custom House, turning his Cargo out, and making a strict search for the sole purpose, no doubt, of finding some pretext for seizing the Vessel, as they could not have believed the Master intended to practice a fraud on the Customs by landing

His Excellency
Dan Joze Miguel de Noronha
Governor General of the Province of Cape Verde
Islands of Perava -

[illegible] any part of his Cargo there, as he was bound for [illegible]. The Collector's assertion is not correct that her Papers are not signed, and her Papers informal, they speak for themselves.

I took Possession of the Vessel on the Morning of my arrival, which was the day of her entry, on suspicion that she was employed in a traffic declared to be Piracy by the Laws of the United States - I detained her in my possession until officially informed by the Authorities as to the grounds upon which she was claimed by the Collector of the Port - viz - Sending a police Party, when I accordingly instructed the Prize Master to pledge upon the Commandant, that every thing claimed should remain as it was, with Sisters Vessels, until the Case was decided -

As the offence committed against the Existing Laws & Regulations is of small consideration, when compared to that against the Laws of the United States, I appeal to your Excellency's Magnanimity to order her release, that the Vessel and Crew may be sent to the United States, there to be answered to the Government for trial on the grave charge of Piracy. - I would fain take the liberty of calling to your Excellency's Mind the melancholy fate of the American Brig "Sarah Louisa" seized last Summer at the Cove of Cork, and which with difficulty, (in Consequence of her exposure to long to the Weather) reached a few days since to return to the United States - The pecuniary loss sustained by the Owners may be readily repaired by the Government of Portugal, but the valuable life sacrificed by the tedious detention in a sickly Port cannot be restored

For the purpose of Communicating more readily with your Excellency, I have brought my Ship to this place, and trust the result of my application will be successful.

As I left the Harbour of Porto Praya, it was reported to me by the Master of the "Robt Wilson" that

that the Authorities of the Country are trying to Pro-
=vision and other Stores - The proceeding, I trust my Conduct
in the Case, I consider highly improper, and as that will be,
Case of her liberation, add greatly to the expence of the Vessel -

I understand Your Excellency desires to
to visit Porto Praya, it affords me pleasure to offer Your Excellency
and Suite a passage, provided You can embark in One or two
days, as I am in hourly expectation of being joined by an add=
=ditional force from the United States, which renders it necessary
that I should return with dispatch to Porto Praya -

I have the honor to be,
Most Respectfully,
Your Excellency's Obedient Servant,
Signed Chas Wm Skinner
Commodore, Commanding the United
States Naval Forces on the Western
Coast of Africa -

Translation

(Copy)

H

Consulat d'Espagne
de Ste Croix de Tenerife
Aout Cinquante

Excellentissime Monsieur

Having received the official Communication of your Excellency of the 15th inst. in which you reclaim the detention of the American Schooner "Nelson" coming from the Havanna, bound to Charleston, and which is under detention at Port Praya by the Authorities of the Customs at that Port, for a fraudulent Manifest, which is verified by the visit and examination of the Officers of the said Customs by the finding of different articles Concealed, amongst which a large quantity of Pipes for Water, hidden under other Pipes containing Rum, (which first event the Captain alleges a want of Water) and detained also for their having pounds (Libras) on board, which according to our Laws are Criminal on account of their being used in the Slave Trade —

your Excellency bases your reclamation on the fact that the above mentioned American Schooner is guilty of an infraction of your laws, which prohibit that traffic, which is also Considered Piracy, and which according to those Laws ought to be punished, and that the detention on the part of the Custom House at Porto Praya ought not to avail any thing when Compared with the enormity of the Crime against the Laws of the United States — which is possible —

I agree with your Excellency respecting the detention on the part of the Custom House so far as refers to the Articles indicated in the Traffic; but I cannot agree with your Excellency so far as this detention refers to the infraction of the Fiscal Regulations of the Country, which penalty the Vessel

ought

ought to suffer, this not preventing her being afterwards condemned [illegible] the United States, in the crime of Piracy — Suppose, as it may be possible, that the Articles Concealed and not mentioned in the Manifest, will only be the same Articles which indicate the infamous destiny of the Schooner, and not Merchandize or Articles Saleable in the Province, I have this day ordered the Collector of the Custom House to release the Schooner in the event of this supposition, as in the second supposition, he ought not to release her, until she has paid the fine of $1000-, or, at least, deposited sufficient security, while the Captain of the Schooner can contest the legality of this fine of the Masters, and the Chief Justice will have to judge the right of the Custom House to demand this fine or not —

Being convinced that the fraud in the Manifest was only the Articles indicative of this traffic, I presume that this will satisfy the reclamation of your Excellency, and I rely on your delicacy not to take possession of the Schooner in the Harbour, contrary to our rights and independence, of which I have a sufficient guarantee in the fourth manner in which your Excellency furnished up the Vessel to the Authorities of the Country, as soon as they make known to you that your Seizure of her was an infraction of their Laws.

Respecting this affair of the "Robert Wilson" I have nothing further to say to Your Excellency — And in regards to the observations which you make respecting the Manifest presented by the Captain — a Manifest, which your Excellency calls, "from Memory", and the proceeding of the Custom House by the manner in which you explain, it appears you say them with utter liberality, I will assure to you, that it is not permitted for them to receive a Manifest from Memory, as your Excellency will at once perceive the numberless frauds which would have their origin in such legislation — The Manifest is always considered the result of legal documents written from the Cargo Book, that there may be no no need of appealing to Passengers Baggage of Passengers, and this after the Vessel has made her entry at the Custom House, in which case the Manifest with the declarations from memory alone, and even afterwards is allowed the excuse of forgetfulness or any other — This is the case of the Schooner which had just been seized at the Custom House, which having received information that she had Articles Concealed on board, sent to verify the truth of this information, in which the Custom House acted legally and legally —

In respect to the allusion made by your Excellency to the Whaler "Franklin", no one, more than myself, regrets the melancholy end of her Captain, who had a right to his own imprudence, when he abandoned his Vessel whereas at the Isle of Sal, where all of his Crew remained in the most perfect health — Your Excellency [illegible] Vessel was in the roads of Sal, [illegible] Porto, in which the Captain was, at the time, [illegible] Vessel constantly remained at her moorings, that he did a victim of his own imprudence when he blindly refused to give the usual caution & imposed a mere duty, & subsistence, he insisted on remaining on the island, Porto Praia, for what ends & circumstances, master of seven Languages the Chief Justice & the Isle of Sal where the Cause was finally decided — Sales cannot Execute but the Portuguese Government, with the least appearance of Reason, will be obliged to indemnify the Whaler for pecuniary loss, when, of the contrary, it was, because against the Laws of all the World, she entered and anchored in an absolute Port without a Custom House, there being another Port in the same Islands — Nevertheless she was absolved from the fine, as this absolution did not proceed from the Captain's being considered innocent, but only through a legal motive — Although it is an infraction of a very ancient Law of this Province for any Vessel to enter in a Port where there is no Custom House, and these anchor the penal sanction of these Laws is dated 7th September, which goes to prove

[illegible] [illegible] the United States
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]

me a letter to a Mr Smith - Mr Smith told me he would meet me at Gelleck at the Council's, Captain Von Pfister would account when the Council gave me the letter - I was on my way to the Council's agent's, when I met Mr Hemminger and other Gentlemen - two of them asked me and two other of the Crew who were with me, to go on board, and they would give us a Doubloon each - We went on board the two Gentlemen accompanying us; on arriving on board, I asked for the Doubloon, Captain Von Pfister ordered me to keep silence, I asked for it again, when Captain Von Pfister and Mr Williams the Mate, seized me, tied me hands and feet, and confined me in the Cabin. A Number of Gentlemen came on board from the Shore. A Steam Boat came alongside, and immediately towed us to Sea, after getting outside the Bars, bound to Kabenda, I was released and went to my duty which I Continued to perform until our arrival here, and was taken on board this Ship -

Given under my hand on board the U S Ship Jamestown Harbor of Porto Praya, this 23rd day of January 1846.

James Griffin

The foregoing deposition was read over to James Griffin in our presence and having acknowledged it to be truth, he affixed his signature as above -

Given under our hands on board the U.S. Ship Jamestown Harbor of Porto Praya, this 23rd day of January. 1846.

Chas W. Skinner

Commodore, Commanding U. S. Naval Forces. West Coast of Africa

P. B. Cunningham

Commanding U. S. Ship Jamestown

W. H. Allman Jr.

Commodore's Secretary

No. 1 [illegible]

[illegible]

[illegible]

[illegible]

Sir

I have the honor to forward
Copies of certain Communications and documents transmitted to me by Lt. Com'd. Wm Craig "Tolla", from the Senior Commander, Jones, in relation to the Capture of the Steam Sloop "Cacique" off Matanda, and Four American Citizens found on board. They were sent to me in the same Convey ance -

The "Cacique", formerly "Tigress", of New York, was taken by the "Penelope" Steam Frigate, Commodore Jones, on the 26th September last, without any Papers - Two of the Americans were Engineers, and Two Firemen - I have sent them home in the "Robert Wilson" to be placed in Custody of the Marshall of the District, to be dealt with according to Law - The Commodore gives a detailed account of her Equipment at New York, and by whom, also her subsequent refit at Baltimore, an Extract of his letter to the Admiralty, and a Copy of her Condemnation at St Helena

Also, his Answer to my letter dissenting from his opinion in relation to boarding the American Barque "Madonna", and my Strictures on certain offensive expressions contained in the Report of Commander Bosanquet,

which

which I had the honor to forward to the Department on the 5th Inst. by Steamer "Merchant" -

I would call your particular attention to the urgency with which the Commodore views the "Commercial Operations" on the West Coast adjacent to Kabenda, it is certainly the most unfortunate circumstance that our Flag is most frequently used for the receiving of Slaves - The Brig, had she arrived, was destined to relieve the Quinticum on that important station -

I would here take the liberty of repeating my suggestion, made some time since, that Vessels from the Bonny station could be conveniently detached on that Service, and would render important aid in suppressing the Slave Trade under our Flag on the Coast of Angola, receiving their Supplies and relief from that Station - The number of Vessels composing this Squadron is entirely too Small, to guard a line of Coast so extensive - From Cape Verde to the River Gaboon, a distance of more than Fifteen Hundred Miles, is quite range enough for the Number of Vessels on the West Coast - From Gaboon, South, might be advantageously assigned to a Vessel or two from Brazil

The British have a number of Cruizers on that part of the Coast, but their vigilance is frequently evaded in the sale of American Vessels, and the Sudden Shifting of their Colors, as in the case of the Pons; the transfer never takes place until the Slaves are ready to Embark - I was informed of an instance in which an American Vessel came on the Coast at 11. A. M, the transfer was made, and she sailed that night, under Spanish Colors, with Slaves on board - The "Robert Wilson" (the Vessel that conveys this) has all her Water filled, Stores on board, Slave Decks partly laid, and is so far in readiness, that She could have taken her Slaves on board, and sailed in a day or two; providentially, her scheme was frustrated -

J.

I am apprehensive, unless vigorous measures are adopted, & severe Examples made of those taken in such Enterprizes, the State made under our Flag will increase - The facilities afforded by the Role of American Vessels at Havanna and in Ports of Brazil, to be delivered on the Coast at the most convenient moment, has, without doubt, Encouraged many to embark in these Voyages, that otherwise, would have been deterred by the great risk incurred under any other Circumstances - Other Nations generally, having admitted the right of Search, it is vigorously exercised by the British Cruizers; many of them being Steamers, renders it difficult to escape unless a favorable moment is seized, which our Flag only can afford —

I have the Honor to be,
Respectfully, Sir,
Your Obedient Servant,
Chas. W. McKinney
Commanding U.S. Naval Forces
West Coast of Africa

The Hon^ble
George Bancroft
Secretary of the Navy
Washington

[illegible]

[illegible]

[illegible]

made to public functionaries in the Service of the United States to remedy these Evils, must have issued with sincere satisfaction the Zealous spirit in which American officers whom I have had the pleasure of meeting, have entered as far as lay with them, into the common object in which we were engaged on this Coast - But, I have hitherto had to regret that among your ar=rangements in furtherance of that important End, I have seen none of the Cruizes of your Squadron in the neighbourhood of Cavenda and more parts of the Coast of Angola, most infested by the dealers in Slaves - Will you permit me Sir, very respectfully to suggest to you that your "Con=cert and Co-operation" in this neighbourhood could not but have the most salutary effects in relation to the objects of the Treaties subsisting between our Governments, for the Suppression of Slave Trade -

With respect to the Case of the "Cacique", it is by no means a Singular one in most of its leading features, a fact of which I can unfortunately furnish you with abundant proof of a recent date. But this particular Vessel being as far as I know, the first Steamer which has been Embarked in the Slave Trade / altho She is said to be only the fore-runner of others, / is likely to attract the more attention - It is clearly established, that the "Tigress" of New York was purchased at that place last January, and fitted for the Slave Trade, and that, the same Vessel under the new name of "Cacique" left that place with Four Citizens of the United States on board, whom I afterwards captured on the Coast in the active prose=cution of a Slaving Voyage - How far this line of Conduct may be Consistent with their obligations to their own Country and its Laws, it is not for me to determine - After due consideration, I have resolved to send these Men to you to be dis,posed of as you may think fit, and as the justice of the Case may appear to you to require - Three of them possess regu=lar protections as American Citizens; the fourth, Joseph Hamilton says that he has lost his Papers, so that I have no proof of his being an American, beyond his own assertion - But on he

declares

declares that he formerly belonged to the United States Sloop "Preble" the History may possibly be traced -

I shall therefore have the honour of sending to you these four persons, with their effects by the first Cruizer which I can spare for the purpose - They have suffered no restraint beyond what was ne=cessary for their safe custody since they fell into our hands

I have the honour to be with great Consideration and respect,

Sir

Your Most Obedient,
Humble Servant
(Signed) B. Jones
Commodore, and Senior Officer Commanding the
British Squadron employed on the West Coast of Africa

(Copy.)

Her Britannic Majesty's Ship "Forte"
off Cape Mount, 2nd January. 1846.

Sir,

I have the honour to acquaint you that the four American Citizens whom I had in my letter of the 15th Instant apprized you, were found by me on board the Slave Steamer "Cacique" were forwarded to this place by Her Majesty's Sloop the "Lame", and here transferred to the Sloop "Lily" for Conveyance to "Monrovia" where it was hoped an American Ship of War might be found - But upon the "Lily's" arrival at that place she found

Commodore Charles William Skinner —
Commanding the United States Naval Forces
on the West Coast of Africa

only the "Page Pen" under the Command of an Officer of the United States Ship the "Yorktown" - the Commander of the "Lily" applied to that Gentleman to receive the four persons who were in his charge, but the Enclosed Copy of the American Officer's Answer will explain the difficulty which prevented his request being Complied with, and the Men were Consequently brought back to Cape Mount, where I afterwards found them Still detained on board the "Lane" -

Under these Circumstances, I had arranged to Send to you, at the "Capeverde Islands" the four persons in question by Her Majesty's Troop "Seaark;" but the pressing claims from other parts of the Coast, have obliged me very unwillingly, to change that Plan - But, as I learnt lately, at Sierraleone that there was a Probability of your Coming in this direction in the Course of this Month. I have Enclosed on leaving the four Americans on board our Cruizer Stationed at "Cape Mount" as the most likely means of having them placed as soon as possible at your disposal - I hope that this Arrangement may prove Satisfactory to You, and beg you to favour me with great Consideration and respect

Sir,

Your Most Obedient,
Humble Servant,

(Signed) W. Jones
Commodore, and Senior Officer Commanding the Cruizing Squadron on the West Coast of Africa

Captain Stanton

Commander H.B.M. Brig Lily

Sir

I received information this Morning from one of the Officers of the Regiment you Commanded, of your intending to impress two Seamen of this Vessel, I therefore take leave to acquaint you that this Vessel is engaged to the State of Pennsylvania, under Command of Lieutenant Cogdell at present here/. The present Hostilities between this Country, and the Mother Country, are carried on in such a manner, as to prevent any Vessel sailing from one Port to another, without a Passport from the Government of the State to which she belongs; I am therefore to request that you will not impress any of the Men belonging to this Vessel, as they are Citizens of this State. I am Sir Your most obedient Humble Servant

Jno. Hodgdon

Signed Jno. C. Lawrence
Masters Mate. Acting Commander
of Penet Pan.

Copy.

U. States Commissioner.

George Washington Nash, born at Bath, in the State of Maine, in the United States, now Serving as Chief Engineer of the "Cacique" a Steam Ship, this day detained by Her Britannic Majesty's Ship the "Penelope" declares

That he shipped on board the "Cacique" on the 30th January last at New York, at 80 dollars per month, but signed no Articles, Supposed the Vessel to be sailing for Rio Janeiro, Sailed from New York 31st March, last the forenoon, and put into Baltimore 15th April, Refitted and Sailed 2d May, Arrived at Pernambuco, but cannot recollect the date, From Pernambuco went to Campos where they Staid 16 days and Sailed from Campos the 2d August, Supposed that the Vessel was about to trade on the Coast of Brazil, and was not aware that she Coming to the Coast of Africa, It fully well aware now that the Vessel was fitted for the Slave Trade on the Coast of Africa. Has made no Remonstrances against the proceedings of the Vessel. When the Master of Wm was seen today, the Captain told him to get the Steam up, which he did. The Captain is the person who is now present; and called Joaquim Nigel, from him he has always received his orders and from no other person since he shipped on board. He is, and now considers himself a Citizen of the United States, having an American protection to prove that he is So, When he shipped at New York, the Vessel was under Brazilian Colors, but had been before an American.

On board the "Penelope" at Sea, this
26th September 1845.

(signed)

(Signed)

George W. Wash.

Before me,

(Signed)

W. Jones, Commodore.

Witnesses to the Signature.

(Signed)

Rd. - Mc. D. Smith, Senior Lieutenant.

W. Simmonds, Clerk.

-Copy-

W. Jones Commodore.

On board Her - Majesty's Ship Penelope, at - Ascension Island, this 23d October 1845

George Washington Wash, Declares that he is a Citizen of the United States of - America, was born at Bath in the State of - Maine, - That he was serving as Chief Engineer of the "Cacique" Steam Ship, when she was detained by Her - Majesty's Ship Penelope on the 26th September last - That he entered on board the "Cacique" on the 20th January last at - New York, at 80 dollars per month, but signed no articles, - That the 80 dollars per month was his whole wages, and that he did not at any time expect to receive any further remuneration or benefit from Sailing in the "Cacique", that he understood from the owner, Mr. Seixas, that the Vessel was fitted to run as a Packet, under Brazilian Colours, between the "River Plate", "Rio Janeiro", and other ports of "Brazil", that the "Cacique" sailed from "New York" on the 26th March under Brazilian Colours, that she lost her foremast, and put into "Baltimore" on the 15th April, - That she refitted at "Baltimore" and sailed again on the 2d May, - that she arrived at "Pernambuco" in the beginning of June, but does not exactly recollect the date.

Whilst at "Pernambuco", altered the vessel from a propeller to a Steamer with paddle wheels, - which took upwards of 40 days. - The "Cacique" also took on board at "Pernambuco", chiefly at night, a long twelve Pounder Gun, and all the Slave equipment that was found on board of her when captured by the "Penelope". The Engines were also taken down and removed to the upper deck, where they were fitted so as to give more room below. The whole of this work was done at the Foundry of - Mr. Starr at Pernambuco who declarant believes to be an Englishman.

The "Cacique" left "Pernambuco" under Steam about 2 o'clock in the afternoon of the 1st August, - when she was getting under way, the Commander of a Spanish Brazilian Brig of War came on board to See - Mr. Seixas, the owner, and left the Vessel again before she passed the Fort.

On the 2d day after leaving "Pernambuco", declarant first suspected that the "Cacique" was engaged in an unlawful voyage, because a Brig was seen from the "Cacique" to make Sail in chase of her, when the "Cacique" immediately altered her course and set Studding Sails to get away. The Brig then hoist an English Blue Ensign flying, and declarant asked Mr. Seixas the owner why he ran away, and did not show his Colors, to which the owner replied, he did not wish to show his Colors, because he

he thought she was an English Brig of War. At Sunset the "Cacique" again altered her Course, carefully putting out all the lights, and eventually got away.

The next day the declarant told Mr. Steiger that he did not like the appearance of the Voyage, and that he wished to go back to "Pernambuco" and leave the Vessel. at which the owner laughed, and said it was all right. — Declarant then went into the Engine room, and ordered the firemen to pump water into the boiler, to get the Steam up, and return to the Brazils, — which they commenced doing, when the owner rushed below into the Engine Room and obliged them to stop. —

Some time after this, was ordered by the owner to fit Iron bars to the Hatches, and at the same time the Carpenter was altering the close Hatches to open ones, —

About ten days before the "Cacique" was taken, by the "Penelope", the Slave Coppers were got up out the Hold, and declarant was ordered by the owner to enlarge one of them: — on inquiring what they were for, the owner replied, to cook provisions for the passengers, as he expected to take over more than Eight or nine hundred, and that the greater part of them would be down below.

The "Cacique" arrived at "Rio Janeiro" on the 20th September, where she remained about two hours, — a Boat from the Ships came on board, when the owner Mr. Steiger and the passengers left the Ship in her. The "Cacique" then stood out to Sea, and nothing further occurred until the 9th when the "Penelope" fell in with and captured her.

~~When the "Penelope" came first near, the Captain ordered him to get the Steam up, to get away, which he endeavoured to do.~~

The "Cacique" was formerly called the "Tigress", and was employed running between "New York" and other American ports. — She then belonged to Captain

Stanford

Sandford of "New York", who sold her to Mr. Sayres in January for eleven thousand, five hundred dollars as she then stood,- The "Racine" was then altered in the rigging and refitted by Brown and English, Ship builders of New York, which increased the original expence to 35. 000 dollars,- Does not know the amount of the expences of refitting at "Baltimore",- The expences of altering the Engines at "Pernambuco" was about fifteen hundred dollars

(Signed)

George W. Rush.

Declared on board the "Penelope",

(Signed)

W. Jones Commodore.

Witnesses,

(Signed)

Ashmore Powell, Lieut.
G. A. Schomberg. Lieut.
R. N. Atty.

- Copy -

W. Jones Commodore.

- No 100

I, Cornelius P. Van Ness, Collector of the District of New York, do hereby certify, that Geo. W. Rush, an American Seaman aged 32 years or thereabouts, of the height of 6 feet 1 inches, Brown hair, Light Complexion,

Born in Bath,

State

State of Maine, ——— ss.

has this day produced to me proof in the manner directed by the Act entitled, "An Act for the Relief and protection of American Seamen" and pursuant to the said Act, I do hereby certify that the said Cook is a Citizen of the United States of America. In witness whereof, I have hereunto set my hand and Seal of Office this 24 day of March 1845

(signed)

M. L. Davis. Collector.

Copy-

M. Soley Commandg.

On board Her Majesty's Ship "Penelope" at Sea, this 20th October 1845.

Joseph Ballerson Morris, — Declares himself to be a Citizen of the United States of America, was born in New-York on the 11th August 1823, has been brought up a fireman in the River Steamers, was serving as a Stoker onboard the "Cacique" when taken by the Penelope, his wages were 20 dollars per month. Entered onboard the "Cacique" at New York on the 22nd March she being under Brazilian colours, and he was given to understand that she was to run as a packet between "Para", "Pernambuco", "Rio Janeiro" and the "River Plate". Left New York on the 24th March bound to "Pernambuco".

Lost the Foremast and Main Topmast about twelve days afterwards, — then put into "Baltimore" and refitted. Sailed from Baltimore on the 23d April. Lost sight of the land about eight days afterwards, and arrived at "Pernambuco" some time in June. Has seen the "Cacique" frequently before this voyage, she was formerly called the "Digest", is about eighteen months old. The "Cacique" has always before this voyage been fitted as a propeller, and been carrying Cargoes of Cotton and Bale goods between "New York" and "Stonington" and other Ports. — Mr. Soares the present owner of the vessel purchased her at "New York" in the beginning of the Year. — Believes a Mr. Cardoso, an American living in "New York", whom he has frequently seen onboard the "Cacique" with Mr. Soares, to be the consignee, as he appeared to direct all the arrangements of fitting out the Vessel in "New York". When the vessel was dismasted and put into "Baltimore" to refit, this Mr. Cardoso came down, and remained at Baltimore until the vessel sailed. Heard Mr. Cardoso say once, if the Speculation in the "Cacique" proved successful, he would have another Steamer built in Boston, and sent out in the same line. — also heard Mr. Soares give directions to the Master of the Ship-Yard where the "Cacique" refitted in "Baltimore", to build him a Steamer larger than the "Cacique" and to be Barque rigged. — But Mr. Soares once told Mr. Rush the Engineer on the passage from "Pernambuco" to "Para" if he lost the "Cacique" he would have a Steamer built to cost 80,000 dollars.

When the "Cacique" arrived at "Pernambuco", she was hauled into the Keiper, and after laying there about two days, she was hauled on the beach, and the shafts of the propeller removed, and the holes

plugged

plugged up, the Shafts were then removed to a foundry belonging to Mr Star, a Native of New Scotia, the wheels were then put on and the Engines disconnected, removed from below and filled on deck. Whilst attending the Engines, one of Mr Star's men remarked that a great quantity of iron Shackles were making for Mr Seixas, and that he could not tell what they could be for.— Declarant having hurt himself was removed to the Hospital on Shore, when he returned onboard fourteen days afterwards, he found all the Casks on board and other articles of equipment.

The "Cacique" left "Pernambuco" about four o'clock in the afternoon of the first of August, under Steam, and the first Lieutenant of a Brazilian Brig of War laying in the Harbor went in the vessel past the Forts, accompanied by two of the Brig's boats.

The next day after leaving, observed a Brig on the weather Quarter of the "Cacique"; the "Cacique" altered her course and made all Sail before the wind, when the Brig made Sail in chase.— At dark the "Cacique" carefully put out all her lights, and hauled to the winds about ten o'clock. At daylight saw a vessel very far to leeward, which was supposed to be the Brig they had been chased by the day before. Heard the owner say, whilst he was looking at the Strange Brig with a glass, that she was an English Brig of War. About 4 or 5 days after leaving "Pernambuco", was employed in the Engine Room pumping water into the boiler having been ordered by Mr Rush to do so, to get up Steam, as he (Mr Rush) said he would return to Pernambuco as he was not satisfied with the voyage that he suspected the vessel was engaged in.— When the owner Mr Seixas entering the Engine Room asked Declarant what he was doing, he replied, he was filling the Boiler, as he had been ordered to do by Mr Rush. When Mr Seixas lifting a hand axe over his Declarants head, said in English "damn your eyes, I'll split your brains open if you pump any more."

Declarant States that he considers that his life would have been in danger if he had remonstrated with the owner or Master on the object of the voyage. About three weeks after leaving "Pernambuco" Declarant observed the Carpenter cutting the Hatches and filling them with Iron bars. Asked the Reason why this was done, and was told by the Carpenter that it was to keep the Cargo Negroes down below, but that the young ones might run about the decks.— Shortly afterwards he heard the owner direct Mr Rush to make the Slave cap pass larger, as he calculated on taking over 500.— The "Cacique" arrived at "Kabenda" on Saturday the 20th September and anchored about an hour, and landed the owner and another person, weighed again about 1 P.M. and shortly afterwards saw a Brig of War in chase, observed the chasing Brig hoist English Ensign and Pendant, and make signals; finding the Brig gaining on them, the Cacique furled her Square Sails and steamed towards to windward, and lost sight of the Brig about Sunset. Nothing further happened until the "Penelope" fell in with the "Cacique" on the 24th September, when the Gun a long 12 Pounder, and upwards of Thirty muskets, Cutlasses and Pistols were thrown overboard just as the "Penelope" brought her to.

(Signed) Joseph B. Morris.

Declared on board the "Penelope",

(Signed)

W. Jones— Commodore

Witness

Witnesses,

(Signed)

Johnson Powell, Lieut.

C. A. Schamberg, U. S. Navy.

Off

Copy

U. Jones Commodore

No 396

I Cornelius P. Van Ness, Collector of the District of N. York, do hereby certify that Joseph P. Morris an American Seaman aged 22 years or thereabouts, of the height of 5 feet 7 inches, Brown hair, Light complexion,

Born in New York,

State of New York,

has this day produced to me proof, in the manner directed by the Act, entitled "An Act for the Relief and Protection of American Seamen" and pursuant to the said Act, I do hereby certify that the said Morris is a Citizen of the United States.

In witness whereof, I have hereunto set my Hand and Seal of Office, this 22 day of March 1845

(Signed)

Charles P. Clinch.

Dep. Collector.

Copy

U. States Commodore

On board Her Majesty's Ship "Penelope" at the Island of Ascension, 28th October 1840.

Jackson Shute, Declares that he is a Citizen of the United States of America, born in West Chester the State of New York on the 5th July 1823. Has an American protection, and was employed as an apprentice Engineer in Merchant Steamers. On March 1845 entered onboard the "Cacique" Steam vessel at New York as Stoker, agreed to the wages of 20 Dollars per month, but Signed no articles. "Cacique" was under Brazilian Colours, had a crew of 17 men in all, and declarant understood that she was going to "Pernambuco", and then to run as a Packet on the Brazilian Coast. In the beginning of April, left "New York" for "Pernambuco", but after about a fortnight was obliged to put into "Bahia", having lost some Spars in a heavy Sea. There a small quantity of Water and provisions were taken in, some of the crew were changed but the complement was not increased, unshipped the propeller, and about the latter end of April, "Cacique" sailed for "Pernambuco" where she arrived in the middle of June. Declarant here wished to leave the vessel, but was induced to remain by being promoted to Second Engineer, with wages of 45 dollars per month. The crew was changed and increased in number. The engines were repaired, some alterations were made and paddle wheels were shipped. In the beginning of August sailed from Pernambuco. Declarant understood that the vessel was going to

Bahia

Bahia, and was told so by the Captain. After being at Sea a week or ten days, found that the vessel was not going to Bahia, and that there was a large number of water casks on board, then for the first time declarant entertained suspicions that the Cacique was on a Slaving Voyage, and that she must have been equipped at Pernambuco for that purpose, although unknown to Declarant,- during the voyage 4 pr Carriage Guns and Muskets on board, and a 12 Pr Carronade was mounted. About 19th September saw the land, and the next day anchored at Kabenda, here Mr Seigas the owner, and Mr Antoine, a passenger, landed;- after remaining about two hours went to Sea,- in the afternoon saw a Brig which chased the "Cacique" but lost her in the night.- two days after, went up the River Congo where declarant understood they were to receive the Slaves. The Boat again at this place went ashore, but shortly returned to the "Cacique",- Declarant was informed by him that 1000 Slaves were ready to be embarked, but that the Captain would not take them in until 500 more were there, as he wanted 1500, and that the "Cacique" was to go to Sea and return to the Congo in 8 or 9 days, when the Slaves would be all ready. Three days after leaving the "Congo," the "Cacique" was seen and detained by the "Penelope",- Declares that he would not have offered resistance to any British Cruizer or Boat;

(Signed) Jackson Shute,

Declared on board the Penelope

(Signed) M. Jones, Commodore,

Witnesses.

(Signed) Ashmore Powell, Lieut.

G. A. Schomberg, Lieut. R. N. Atty

Copy.

M. Jones. Commodore.

No. 395.

I Cornelius P. Van Ness, Collector of the District of N. York, do hereby certify, that Jackson Shute, an American Seaman aged 23 years, or thereabouts, of the height of 5 feet 4 inches, Brown hair, light complexion,

Born in Sing Sing

State of New York,

has this day produced to me proof, in the manner directed by the Act, entitled "An Act for the Relief and Protection of American Seamen", and pursuant to the said Act, I do hereby certify that the said Shute is a Citizen of the United States of America.

In Witness whereof, I have hereunto set my Hand and Seal of Office this 22 day of March 1845.

(Signed)

Chas P. Clinch,

Dep Collector

Copy

H. Jones. Commodore.

On

On board Her Majesty's Ship "Penelope"
At Sea, this 20th October 1818.

Joseph Hamilton — Declares that he is a Citizen of the United States of America, born in the town of Chatham in the State of Massachusetts, on the 11th July 1806 — Has lost his American protection and discharge from the "Pheobe" U. S. Sloop of War — Served as a Stoker on board the "Caciques" Steam Ship when she was taken by the "Penelope", his wages being 20 dollars per month. Entered on board the "Caciques" at "Ballimore" on the 15th of April last, she being under Brazilian Colours, and he understanding that she was to run first to "Pernambuco", and then between "Rio Janeiro" and other Brazilian ports as a packet. — Left "Ballimore", he believes, on the 22d April and lost sight of the "Capes of Virginia" on the 2d May. — arrived at "Pernambuco", he believes, on the 9th June. — Staid at "Pernambuco" until the 1st of August. — when they put to Sea. During their Stay, the "Propeller", which the vessel had when she left America, was removed and Paddle wheels fitted in lieu. — Saw several water casks, four large ones and eighteen smaller ones taken on board at "Pernambuco", — entertained no suspicion of the purpose for which the Casks were really intended, nor until they had been 48 hours at Sea, when they fell in with a Brig which they ran away from, supposing her to be an English Cruizer, and this first led him to suspect that they were not bound to where they have been told. Every day after this they (the Americans) asked Mr Seixas, the owner, to tell them where they were going to, but never could get a satisfactory answer. The matter went on, until they made the land on Saturday the 20th September, and anchored at "Rabenda" about 8 o'clock A.M. — they landed Mr Seixas the owner and another person, and then got under way. The next morning they sent a boat on shore at a place at the mouth of the "Congo River", and communicated with the owner. They were told to go off for ten days, and then return to the same place. — knows nothing of having been chased by a Cruizer on that day or the day before. Nothing remarkable occurred until they fell in with the "Penelope" on the 16th. He was well satisfied from the time that they had left "South America" four days, that the vessel was on a Slaving voyage, and no doubt whatever after touching at Rabenda. But he was restrained by fear from making any remonstrance, seeing that the Americans were only four in number, while the rest were 27. A long 12 pounder Gun was got up and mounted four days after leaving Brazils, and a quantity of muskets, Cutlasses and Pistols, all of which were thrown over board when the "Penelope" brought the vessel to. — Declares that he would not have taken any part in the resistance to any British Cruizer or Boat.

(Signed)

Joseph Hamilton.

Declared

Declared before me the 30th October 1845.
(Signed) W. Jones, Commodore.

&/
Witnesses,
(Signed) Charles Key Penrose, Secretary.
John Perry, Clerk's Assistant.

Copy

Extract from a letter from Commodore Jones to the Secretary of the Admiralty dated 8th November 1845.

(Signed) W. Jones Commodore.

"With reference to my letter No. 140 of the
"29th September, reporting the Capture by this Ship of the
"Cacique" a Steam Ship under Brazilian Colours fitted
"for Slave Trade, an offence for which she has since been
"Condemned at St Helena by the Vice Admiralty Court,
"as not being entitled to the protection of any Flag, I have the
"honour to submit the following further particulars which
"I have collected respecting this remarkable Vessel"

"It appears from the concurrent testimo-
"ny of the Americans who were found on board the
"Cacique, as well as that of the Portuguese Master, that
"the Vessel was built in the United States about two years
"ago, and being named the "Tigress" was employed as
"a trading and passage Vessel between New York and
"Stonington under the Flag of the United States,
"under the Command of Captain Edwards.

"She is said to have been taken
"by a Captain Sampaio of the Port of Rio, about
"the beginning of this year sold to a Mr
"Joze a Brazilian Merchant, and last Trip of
"the Vessel, for 11.500 dollars which sum was in-
"creased by 25.000 dollars by various alterations

and

"and improvements made by Messrs Brown and English
"Ship-builders of New York. In these transactions
"Mr Gardner" an American resident of that City appears
"to have acted as the Agent, and he was looked upon then
"and afterwards by the Americans belonging to the Vessel
"as the Consignee, and, as there is reason to believe, engaged
"in getting out other Steam Vessels for the same pur-
=poses -

"On the 20th January, George
"Washington Rust, the Brig's Engineer joined the "Cacique"
"at a Salary of £80 Sterling a Month - He pretends that he
"was persuaded of the Vessel having been intended to run as
"a Passage Vessel on the Coast of Brazil - But there are many
Yrons,
"reasons for disbelieving the Story - He signed no articles -
"and declares that he expected no further Emolument than his
"monthly pay, but there is credible Evidence that he was to
"receive a large Sum in addition if the Vessel made a
"successful Slave Voyage - He told me distinctly the day
"the Cacique was taken, that while the Vessel was refitting
"at Baltimore after being dismasted, he had gone to Wash-
=ington to take advice as to the safety and legality of
"the Voyage, upon both which points he received Comforta-
=ble assurances at "Head quarters" - He afterwards re-
=tracted and tried to explain away this circumstance -
"James Crosbie who Engaged the other three Americans, Jack-
"son Finch, as Engineer, and J. Morris, and Joseph Hamilton
"as Firemen - All three now declare their ignorance of the
"intended Slave-voyage - But with respect to these four
"American Citizens, all hitherto probability out of the question, when
"the Vessel was originally fitted in the Ports of the United
"States as a Brig under Brazilian Colours, and during
"her long subsequent stay at Pernambuco, circumstances which
"they admit to have known, which could leave no doubt upon

their

"their minds as to the nature of the Evening Voyage - And yet
"they made no attempt to leave the ship to seek the protection of their
"Consul or in any way according to their own showing to object to their
"employment in such a service, until the Vessel had sailed on her Voyage -
~~her voyage to the Coast~~ - So that as it may be found these four
"American Citizens very actively engaged at the moment of the Cacique's Cap-
=ture in getting up her Steam, and aiding and assisting the other
"Slave Traders on board in the prosecution of their unlawful Traffic -

"The "Cacique" left New York on the 26th of March,
"as all the Americans and the Portuguese Master declare under
"Brazilian Colours - But, as Mr Cowper, the British Consul at
"Pernambuco in his letter to the Earl of Aberdeen of the 12th June,
"mentions the arrival of a Vessel, evidently meaning the "Cacique"
American Colors.
"which were then changed to Brazilian, a mark this as a Cir-
=cumstance which it is very material to establish distinctly and
"I would respectfully suggest that a reference to the British
"Consuls at "New York," "Baltimore", and "Pernambuco" could
"not fail of success in clearing it up"

"The "Cacique" having lost her foremast, put into
"Baltimore, where many of the Original Crew quitted her, and
"after a long stay at that place, where Mr Gardner again was
"active in refitting the Vessel, she proceeded and arrived at "Per-
="nambuco early in June."

"At this place the Screw-propeller with
"which the "Cacique" had hitherto been fitted, was removed,
"and replaced by Paddle-Wheels - The Machinery of the Engines
"being also moved to the upper deck, so as to leave a Continuous Hold
"capable of Containing on a Slave Deck a Cargo of 1500 Slaves* -
"Five Water Casks, a long gun, small Arms, with Boilers
"for mixing and other Slave-fittings complete were taken
"on board, and thus equipped, when the "Cacique" put
"to Sea on the 1st August, soon after noon day, the Com-
="mander of a Brazilian Brig of War* is said to have come

on

"on board with two boats - joined the large Convival party which
"was assembled, and finally took an affectionate leave of Mr
"Seixas the Owner, who was then escorted out of the Brazilian
"Grounds - In a day or two after he happily escaped from a
"~~British Cruiser, and he arrived at the Island~~
"on the 20th September - It appears that the "Cacique" might
"immediately have Embarked a thousand Slaves which
"were ready in the Barracoons, but Mr Seixas would not be
"Satisfied with less than his full number of 1.500, and the
"Vessel was ordered to Stand out to Sea for ten days until
"they could be get ready, for which purpose he Landed"

[Signed]

W. Jones.
Commodore & Senior
Officer Commanding.

Copy

Copy of the Sentence of Condemnation pronounced in the British Vice Admiralty Court at St Helena, in the Slave Ship "Cacique" for being found on the High Seas with Negroes on board, but having no Papers, and Completely equipped for the Slave Trade -

Extract from the Registry of the Vice Admiralty Court at St Helena.

In the Vice Admiralty Court of St Helena.

At a Court held at James Town in the Island of St Helena on Thursday the thirtieth day of October in the Year of our Lord One Thousand, Eight Hundred and forty five Before his Honor William Wilde Esqre Judge and Commissary of the Vice Admiralty Court of "St Helena" lawfully Constituted and appointed, Our Sovereign Lady the Queen against the Steam Vessel called the "Cacique", Nation unknown, her tackle, apparel and furniture, and the Cargo laden therein, taken and seized by William Jones, Esqre Commodore, Commanding Her Majesty's Steam Frigate "Penelope"

In pain of parties cited not appearing Edicon referred to the Monition heretofore brought in duly executed and also to the Affidavits of William Jones Esquire Commodore, Commanding Her Majesty's Steam Frigate "Penelope", Ashmore Powell Esquire, Lieutenant of and belonging to Her Majesty's said Steam Frigate, George Augustus Schomberg first Lieutenant in the Royal Marine Artillery, and Charles Fox Turner, Secretary to William Jones Esquire, both of and belonging to Her Majesty's said Steam Frigate, and Samuel Pitch and Esquire, Lieutenant of and belonging to Her Majesty's said Steam Frigate hereto in exhibited and remaining in the Registry of this Court.

The Judge at his petition having heard the said Affidavits read on his motion as Counsel in behalf of

Her

for the purpose of Instructing them how to proceed therein, and Ordered that the said Steam Vessel Cacique, her Tackle, Apparel, and Furniture and the Cargo on board thereof at the time of the Seizure thereof equipped for or employed in the Slave Trade, or Employed in the illegal Transport of Negroes or others for the purpose of Consigning them to Slavery, and so Seized in virtue of the Statute or Statutes in such case made and provided as aforesaid subject and liable to forfeiture and Condemnation to our Sovereign Lady the Queen, Her Heirs and Successors and Condemned the same accordingly — And further Pronounced that the said Cargo should be delivered in and by due course made and provided

Signed
Jno A Firmin
Registrar

I hereby certify that the foregoing is a true and Correct Copy of the Interlocutory Decree made in the Vice Admiralty Court of St Helena in the Case of the Steam Ship or Vessel "Cacique", as appears by the records of the said Court

Signed
Jno A Firmin
Registrar

St Helena
6th November 1845.

Extracted by,
Gideon
Proctor H.M. Court.
St Helena

Copy
(signed) B. Jones Commodore.

Copy.

His Britannic Majesty's Ship Princess
Off Gallinas - 25th December 1845

Sir

I have the Honor to acknowledge the receipt of your letter addressed to me on the 1st November. I hasten to express the deep regret and painful surprise, with which several passages of that communication have filled my mind —

With reference to the dissent which you are pleased to express from my views in the Case of the "Madonna", I will not trouble you with any further observation, which indeed would now be superfluous, seeing that the matter has been brought under the notice of our respective Governments.

On the other points of your letter in which you are pleased to state for my information, your own opinions as to several subjects which have been in dispute between our Governments, and on which unhappily nothing mutually satisfactory has been definitively settled, I can only lament the disagreement which exists between us — You will be aware of the necessity which I am under of carrying out the instructions of my own Government — I do not feel myself at liberty to discuss their propriety, even if I could perceive any reasonable prospect of advantage

Commodore Charles W. Skinner
Commanding the United States
Naval Forces on the
West Coast of Africa

in

in doing so. But, I cannot refrain from offering you a final assurance, that among the orders which I have received from my Government, none have been more stringent and imperative, than those in relation to the rights of those foreign Vessels which sail under the Flags of Powers which have not Conceded to us the right of Mutual Search. And among these my attention has very especially been directed to the Vessels of the United States of America. I believe that no just grounds of Complaint has yet been brought against our Cruizers, who have rigidly obeyed my directions. In those cases, where error in judgment, or excess of zeal, has misled any Officer of this Squadron, to the injury of any of your Citizens, ample redress will assuredly be given, where it may be proved to be due. And in this, the British Government, and its Tribunals will be found as willing to repair the wrong, and to visit justly all offenders who may be acting under their authority. Of this, every Officer of this Squadron, is fully aware, and of the Extent to which he will be held personally responsible —

I now come Sir, to that portion of your letter, which has given me the greatest concern; and the rather, as I cannot but feel that an inadvertency of my own, has given rise to what I hope I shall convince you, has been a great misapprehension on your part. I allude to your Comments on the passage which you have extracted from Commander Bosanquet's report to me about the Slave Trade at "Kalenda". You have truly supposed that the "import of that paragraph must have escaped my notice", Sir, I have not the slightest hesitation in assuring you, that the writer of it never intended the offensive sense in which you seem to understand it; and most certainly, if I had seen that meaning in the words, which you attach to them, I should have been wholly incapable of "presenting them to the Eye of an American Officer" - much less to One of your Station, and whom I was addressing at the time with the sincerest feelings of respect and regard. I must therefore beg Sir, in the first place, that you will do

Commander Bosanquet the Justice to believe, what I assure you is my own Conviction, that he never intended by the Expression which he used in his Official letter to me, to speak offensively in this allusion to American Officers — His report, as you will see, was hastily and loosely worded, but it was [illegible] my present ship, made the [illegible] "Slave Trade" — But that [illegible] sufficiently explained in my mind by the Limits assigned to your Squadron and the extent of your Station. But, as the Letter in which you have viewed, and presented to my attention Commander Bosanquet's Expression, is [illegible] with great Care, that it unavoidably is Susceptible of an unfavourable Construction, when so separately considered.

What I have already said will, I hope, be sufficient to exonerate the Honourable Officer, whose words have [illegible] could have misunderstood, and satisfy you that a less [illegible] Umbrage can fairly be taken with him. But my own indiscretion in this Matter is very different, and less excusable — It has justly subjected me to the humiliation of Confessing and Atoning for an Error into which I ought not to have fallen.

Sir, I feel with Sorrow that I ought more Carefully to have guarded against the possibility of giving you Offence, by what I considered the friendly and unreserved Communication of that information which I thought would be interesting to you — I admit that my inadvertency and the whole innocence of my intentions form no sufficient pleas, but, I venture to hope, that you will accept of them as my apology for an Error which should not have occurred, and for which I am wholly responsible — I beg leave to assure you that I shall be more circumspect in future and that in any Communication which I may unavoidably have to trouble you with, I shall be Careful to avoid whatever may be liable to Misconstruction — In the mean time I beg you to believe me with very great Consideration and respect

Sir

Commander

o/

Sir.

I am Most Obedient,
Humble Servant
(Signed) W. Jones

~~Commodore and Senior Officer Commanding the~~
British Squadron on the West Coast of Africa -

Dec 18

December 18th 5

Since writing the above, I have arrived at Cape Mount, where I have found Her Majesty's Sloop "Eden" which has just returned from the Bonny - It is Vessel I have the pleasure of receiving the highly gratifying information that Commander Bell of the United States Ship "Yorktown" has recently Captured a Rare Fish off Cape Mount with 900 Slaves on board, which Vessel the Pons of Philadelphia" has arrived at Monrovia - I beg leave to offer you Sir, my sincere Congratulations on an incident so favorable to the excellent Officer who was Carrying out your Orders, and I can flatter myself that the opportunity which you have had, of obtaining information which you can depend upon as true, may have the effect of modifying some of the Opinions which you imparted to me in your letter of the 2d November - Whatever tends to preserve or restore the harmony which is so desirable between Officers Engaged in a Common object of such high interest as that in which we are both Employed, must be always Satisfactory - In my part I beg to renew the assurance of my anxious desire to Co-operate with you Efficiently in fulfilling the objects of our respective Governments, and I have the honour to be

Sir

Your Most faithful Servant
(Signed) W. Jones. Commodore

No 51

Copy

H. M. Ships [illegible]
[illegible]
[illegible]

Sir,

I received in the Admiralty on the 1st Inst., Duplicates of Two Envelopes [illegible] on board the Ship named in your Command, dated Nov 3rd and 27th Inst. The documents contain several [illegible] &c &c, and altogether [illegible] of carelessness [illegible] inadmissible in official papers.

The Meteorological Report made in the Log Book is without direction [illegible] which may be corrected, and, I must remark, that such neglects of "propriety" are calculated to make a very unfavorable impression as to the state of discipline on board the Station.

I am, Respectfully,
Your Obed't Serv't
Signed Chas. Wm. Simmes
Commodore & Commanding N. E. Coast
Forces West Coast of Africa

Commander Lewis E. Simmes
Commanding H. M. Ship "Waren"

Duplicate

U. S. Ship Princeton
Navy Yard Phila

Sir

I direct you to examine the Barrel of Beef complained of by the Purser of this ship and report to me your opinion in writing as to its condition and the probable cause of its being spoiled and what shall be done with it.

Very respectfully &c
Robt F. Stockton
Commodore

Lieut Comdg Livingston
Comdg U. S. Ship
Princeton

November 27th/45.

Gentlemen.

You will hold a strict and careful Survey on the Barrel of Beef complained of by the Purser of this ship and report to me your opinion in writing as to its condition and the probable cause of its being spoiled and what shall be done with it.

Very Respectfully &c
G. C. Read
Commander.

To
Lieut Lt Stoddard
" C. C. Barton
Master Porter.

Over

U. S. Ship Marion
At Sea Nov. 27. 1845

We have held a Survey on the Beef
one Barrel of Beef and find it unfit to be used
a part of the Ration and do recommend it to be
thrown overboard. The destruction of the Beef
seems to be caused by the leakage of the Pickle
It is the Beef last received at Porto Praya.

Very respectfully &c

Lt. Stoddard. Lieut
Marion
H. B. Porter

To
Lewis E. Simonds
Commander
U. S. Ship Marion

U. S. Ship Marion
Nov 29th 1845

Gentlemen.

The above mentioned Beef being
offensive, have it thrown away as recommended
your Report.

Very Respectfully &c
L. E. Simonds

To
Lieut Lt. Stoddard
C C Beaton
Mst Mate Porter.

Nov 29th 1845

Sir

The above mentioned Beef was portion
over board & a portion given to the
negroes who came below yesterday-this

Respectfully Yours
L Stoddard

U. S. Sloop Marion. Coast of Africa
November 29th 1845

Your order of this day, addressed to Lieut. Stoddard myself and acting Master Porter, directing us to have "thrown away" the barrel of Beef, condemned and recommended to be thrown overboard by us, on the 27th inst. is just received. I believe, part of it was thrown overboard, and part of it, was given away to some negroes, from the shore, during the early part of last evening.

I am Sir
Very Respectfully
Your Obt Servt
Marion Moore Beaton
Lieutenant

To
Lewis E. Simonds Esq
Com'd U.S. Sloop Marion.

U. S. Sloop Marion
Nov 29th 1845

Sir,

Your order of the 29th inst to throw overboard the Barrel of Beef which was condemned and recommended to be thrown overboard, has been received. As I was not present when the Beef was disposed of, I will certify when the testimony of Midshipman Bliss that a portion of said Beef was thrown overboard and the remainder given to some Negroes who came from the shore.

I am Very Respy
H. B. Porter
Acting Master

(Duplicate)

For the Commodore

U. S. Ship Marion
Nov. 3. 1845

Sir

I have the honour to forward herewith
my Requisition on the Purser of this Ship
& have only to request that he may be
directed to furnish the Provisions

I am very respectfully &c
Sir
Your Obt. Servt
Rufus Lyman
Lieut. Comdg.

Commodore Jacob
Commdg U. S. Ships
Marion

U. S. Ship Marion
Nov. 3. 1845

Gentlemen

You will hold a strict
and careful survey upon the Provisions
enumerated in the Purser and report to
me your opinion thereon in writing

Very respectfully &c

L. E. Simonds
Commander.

Lieut. L. Haddard
" Henry L. Chipman
Mily Master U. S. B. Porter

Over

211

U. S. Ship Marion
Nov 3 1845

Sir

Recognizing, by every order, the
duty strictly and respectfully to forward the
expenditure of Provisions and Stores, I have
18 ℔ Eight Pounds of Cheese and
100 " One Hundred Pounds of Beef
specified Quantity condition and not fit
to be issued as a part of the Ration and
respectfully recommend the same to be
condemned.

Very respectfully &c

To

Lewis E. Simonds Esq
Comdg U. S. Ship
Marion

~~Condemned Cheese and Beef as~~
~~Thrown overboard Cheese and Beef as~~
~~Thrown overboard this day and forwarded.~~

U. S. Ship Marion
Nov. 3. 1845

Sir

In obedience to the above order
for the survey of a quantity of Beef and
Cheese now from upon as unfit for issuing to the
ships crew, we have examined 100 lbs of Beef and Eighteen
pounds of Cheese and find the Cheese
to be altogether unfit for use as part of the ration
of this Ship. As regards the Cheese, I have not seen
it but am informed that it was thrown overboard
in a very damaged condition

I am Sir Respectfully
Your Obt Servt
L. Hodgard
1st Lieut U. S. Navy
W. C. B. Porter, (Master)

To

Lewis E. Simonds Esq
Comdg U. S. Ship
Marion

U S S Marion Nov 3d 1845

Sir

In Obedience to your order of this date I have
the honor to report that I have held a careful examination on a
Cask of Beef (said to contain 100 lbs) and consider
it to be altogether unfit for use as part of the ration
of this Ship. As regards the Cheese, I have not seen
it but am informed that it was thrown overboard
in a very damaged condition

I am Sir Respectfully
Your Obt Servt
Thos S Chipman
Asst Surgeon

Commander L E Simonds
U. S. Sloop Marion.

5.1

No 52.

H. M. Ships Sanspareil
Valparaiso 25th February 1846.

Sir.

In my Communication of the 31st Ult. by the Schooner "Velocity", I informed you of my intention to return to Valparaiso, and await the arrival of the Line Ships. I returned on the 1st Inst. on the same day the Southampton arrived from the Coast, immediately Commenced making preparations for the reception of the Expected Stores, & Provisions and Cooperd the Provisions yet remaining at the Custom House. On the 13th the "Ottawa" arrived, on the 14th Commenced discharging her into the Southampton, the business was tedious as the Articles Stowed in the bottom of the Brig had to be placed lowest in the Southampton, in order that the oldest should be uppermost, to be used first -

H. B. M. Steamer "Lizard" arrived, having Expended her Coal; on the application of her Commander, I supplied him with the quantity we had in Store - The duties, freight, and other Expenses, increased its Cost Enormously; I trust it is the last Coal belonging to the U.S. that will ever be shipped to this Station, I enclose the Invoice Cost, freight, and duties, that you may form an idea of the Expense attendant on sending that Article to this place, it was shipped, I presume, on the first Establishment of the

Squadron

Steamer - There will be no necessity for a pilot on board, as I am under the impression that I shall be able to find my way in and out of the River - Each Ship on leaving the U.S. may always take on board a sufficiency of Bituminous to supply the Forge during the Cruize - I have endeavoured by every means in my power to reduce the Expenses of the Squadron and trust my Efforts have not been entirely unavailing -

There is still remaining at the Custom House Agency, of Stores, although I have supplied the Ships Constantly from that Magazine - We have now on hand more Salt Provisions than is necessary for the current Year, this is partly owing to the small number of Rations issued during the greater part of last Year - After filling the "Southampton", I was compelled to land Two Hundred and Five Barrels - The Duties charged on Provisions is One per cent for the first Six Months, the Storage is trifling - On the arrival of the Yorktown from the Coast (She is daily Expected) with the Cumberland and Boxer, they will be enabled to reduce the quantity on Shore Considerably -

I have the Honor to be,
Respectfully, Sir,
Your Obedient Servant
Thos. W. Wm. Skinner
Commodore Commanding
the U.S. Naval Forces
West Coast of Africa

To
The Hon.ble George Bancroft
Secretary of the Navy.
Washington

Yours truly

No. 1553

U.S. Ship Saratoga
Port Praya 25th February 1861

Sir

I have the honor to inform you of the Arrival this morning of the U.S. Brigantine Boxer, after a long and stormy passage from the United States — Enclosed is a Copy of the report of Lieutenant Brisbane, giving an account of his disasters. The Carpenters of this Ship are employed in making the necessary Spars, Sail makers, a jib, the Steamers the Iron work. Our Boats are supplying her with Provisions and Water, she will sail on the 28th inst for Gaboenda — I have transferred to her Ten Seamen, and take Ten Men in return, as she can well spare them, having but Six Guns, this Ship being short of Complement —

I have also transferred Surgeon to the Steamer Relief of New York, the Senior lost by disease the Mate and Two Seamen — This assistance is necessary to enable the Vessel to return to the United States —

I have the honor to be,
Respectfully, Sir —
Your Obedient Servant,
Chas. W. Mann
Commodore Commanding
the U.S. Naval Forces
West Coast of Africa

To
The Hon. George Bancroft —
Secretary of the Navy
Washington —

(Over)

Copy

U. S. Brig Boxer
Port Praya February 25th 1846.

Sir

I have the honor to submit to you the following report.

On Thursday afternoon, January 15th I sailed from Boston, under Orders from the Navy Department, to proceed to the Coast of Africa, and report to you as forming part of the Squadron under your Command.

On Saturday the 17th the weather became threatening, and presented strong indications of an approaching gale from the North-West, which came on that night and blew with great violence -

On Sunday Morning it became necessary, owing to the heavy Sea then running, and the Brig labouring heavily, to lay the Vessel to, under a close reefed Main Sail and Fore Spanker, after which she continued to labor extremely -

That night we lost our Jib-boom, carrying with it the Jib and all the gear, which we were obliged to cut away to prevent the Spar thumping the Vessel - Our Larboard Quarter Boat was also carried away from its position by the violence of the Sea, and finding it impossible to save her, I directed the fastenings to be cut, which order was effected with considerable difficulty - The gale continued to increase with fearful violence, and the Brig labouring and straining intensely; at Midnight I directed the two Bower Anchors cut away, and thrown

overboard

overboard it together her foremast, the absence of their weight took a beneficial Effect on her motion - The Gale continued to blow accompanied with Squalls of Rain, Hail, and Thunder and very cold, until Wednesday Morning the 21st when we were enabled to make Sail on the Course -

That night, however, we were overtaken by a fearful Gale from the South West, and were again obliged to Scud before it. After blowing from that Quarter for Several hours, the Wind hauled to the Nor West, attended, as before, with Squalls of Rain, and Hail, blowing with extreme violence, accompanied with a tremendous Sea, and Causing the Vessel to labor and Strain exceedingly; after Consulting with the Officers as to the probable Safety of the Vessel under the Existing Circumstances, I came to the Conclusion, with great reluctance, that our Safety demanded, and Prudence dictated the last resource left us, the Casting overboard a part of the Armament of the Brig; I therefore directed four of the Guns from overboard, and Subsequently the Carriages of those Guns likewise -

We also Carried away one of the Starboard fore chain plates, and our Tiller, and Sprung the Fore, & gallant Mast -

On Saturday Morning the 24th the Gale having abated, we were enabled to make Sail, and proceed on our Course - On Monday February 23rd at Meridian, we stood into the Bay of Porto Grande, Islands of St Vincents, and not finding our there, stood out again, and proceeded to this place, having made the passage from Boston here in Forty one days -

I am Sir very respectfully,
Your Obedient Servant
Signed S. E. Woodhouse
Lieut Comm'g U. S. Brig Bonita

To
Commodore
Charles H. Bell
Commanding U. S. Naval Forces
On West Coast of Africa

No 154.

U.S. Ship Vincennes
Port Praya, 25th February 1851

Sir

I have the honor to acknowledge the receipt of your Communication of the 2nd January to me & Capt Boyer, directing that the Purser of this Ship shall pay the Salary of the Naval Storekeeper at this place, also his Clerk, and a reasonable sum for Office Rent- The payments have been regularly made this since I have been in Command, except Office Rent, for the payment of which I made an application - & refused his Requisitions for sums of Money to pay duties and in= =cidental Expenses, perceiving that such Purser should pay the expenses on duties furnished their respective Ships - Coopering and re-stowing I have had perform= -ed by the Men of the Squadron, that the "incidental Expenses" might be saved to the Government, and no Money disbursed by the Naval Storekeeper, except with my Know= =ledge and approval -

I have the honor to be,
Respectfully, Sir,
Your Obedient Servant,
Chas. Wm. Skinner
Commodore Commanding
the U.S. Naval Forces.
West Coast of Africa

To
The Hon^ble George Bancroft-
Secretary of the Navy.
Washington

1855.

U.S. Ship Jamestown
Port Praya 26th January 1846.

Sir

I return the accompanying documents directed to me on the enclosed, without any explanation - There was a Negro Boy on board this Ship bearing the name in the Indenture, his time having expired, he was sent home in the "Preble" in August last

I enclose the accounts of the two Men transferred to the Schooner Veloce, made up to this date and have directed them to report to the Commanding Officer at New York on their arrival the Owners of the Vessel will pay them their Wages for the time they are on board the Schooner -

I have the honor to acknowledge the receipt, during the last Quarter, of the following Communications from the Department

Rec'd from U.S.S. Ship Macedonian 19th December 1845

Duplicates of Communications of the 15th Feby and 17th April 1845
" " " General Orders ... 11th and 16th June 1845
" " " Circular ... 21st June 1845
" " " Regulation ... 16th April 1845

Communication of 1st Nov 1845
Naval General Order of September 15th 1845

4

I Communication to be forwarded to Paymaster Midshipman Wm. J. Ross U. S. Store Ship Southampton.

The last mentioned three Communications were received by the H. B. Brig Dolphin 27th December. 1815.

I have the honor to be,
Respectfully Sir,
Your Obedient Servant
Chas. Wm. Skinner
Commodore Commanding
H. B. Naval Forces
West Coast of Africa

The Hon.ble George Bancroft
Secretary of the Navy
Washington

No 56

H. C. Ship Jamestown
Port Praya 7th March 1846.

Sir

In my Communication of the 25th Ult.
I informed you the Boxer had arrived, and would sail on the
28th for Kabenda -

On the 27th the Yorktown came in from
the Coast, she is now busily Employed in taking her Supplies
and fitting for Sea. Commander Bell has informed you of
his Success - Fortunately I had Supplied a quantity of
Provisions to remain on board the Ottawa, until she could
take in her Ballast; from this Stock I replenished the Boxer,
and have directed the Yorktown to be supplied from the same
Source, which will reduce the quantity that otherwise would
have been landed -

The Yorktown has but One Lieutenant,
One Passed Midshipman, and One Midshipman, this Ship
is also short of Officers, and both Vessels reduced in their
Complement of Men. Nevertheless declined the application
of Officers to be transfered from the Boxer, as it is essen-
tial that Vessels remaining on the Station should be
as Effective as full Complements can make them.

Commander Bell has reported to
the Department, as also to myself, the Conduct of Lieutenant
Cogdell

Vessel, & injoin it that returned, and if guilty on the
Return shall meet with a adequate -

You will perceive by the Communica-
tions of Commander Reed, as well as from those made
me since I have that I have stated it would be under-
stood - Nineteen Flags at once cannot be
seen at the Battery & as succeeded at the Bahama - If
it is important I have a Vessel or Vessels in that vicinity, and
I am of opinion that One from the Brazil Station could
be communicated with over in a few days - The present Bra-
zilian Cruizers are not permitted to open the Ports -
Vessels in ports the American Flag, pilots great facilities
to the Vessels, as if unable them to have their Boats ready
for the reception of their Cruizers, at a convenient moment
the Vessels are taken on board, and the Vessel off in a
few hours, without Colors or Papers - This practice can only
be stopped by American Cruizers; a Depot of Provisions at
Princes Island or Gaboon would induce our Cruizers to re-
main longer on that part of the Coast, as much time is
now wasted in going and returning to America or this
place for supplies - I will submit the proposition to
Commodore Read, on his arrival, with such other sugges-
tions as my Experience enables me to offer -

I have transfered David Melchisman
a Prize Negro from the Boxer to the Southampton, and
Melchisman Wm R. Thomas, who came out in this
Ship, to the Jamestown; this arrangement does not remove
the Officer recently arrived, from the Station, and gives Mid-
= shipman Thomas an opportunity of finishing his Cruize
in this Ship, and returning to the United States in
time for his Examination -

The Returns of the Boxer during
the past Month, & Log Slate and Glass furnished, the Steam
Launch of this Ship and the Yorktown's supplied. Her

Provisions

Provisions and Stores on board, she sailed on the 28th in her Station - By Landing the Forge of this Ship, I was enabled to repair the Iron Work, and put her in as good Condition as when she left the United States -

The Gunnery Rigging and Sails have been repaired to the utmost - So soon as the Commander arrives, with the assistance of the Carpenter will be enabled to complete a Complement of Cannon, and Guns of the proper Calibre for the Quantity of Powder & Shot required by the Establishment; of this to enable her to return to the United States, if need, & become, there can be no objection —

I have the honor to be,
Respectfully, &c,
Your Obedient Servant,
Chas. W. Skinner
Commodore, Commanding the
U. S. Naval Forces
West Coast of Africa

To
The Hon.ble George Bancroft
Secretary of the Navy
Washington

Of 70 Acres 27 Rams

No. 5.

H. M. Ship Jamestown
Porto Praya, 12th April 1846

Sir,

I have the honor to inform you that on the 7th inst. H. M. Steam Frigate Pandora, having the Broad Pendant of Commodore Jones, anchored at this anchorage.

I immediately sent a boat along-side, with the usual tender of services. On her return, I received a message from Commodore Jones, stating he would call on me, but was confined to his Cot, and rather, that as the object of his visit was to make my personal acquaintance, he requested me to come on board, which I accordingly did. I was received with great Courtesy, and on leaving was saluted with Seven Guns. I found the Commodore exceedingly debilitated, he had been confined to his bed for several weeks, and is now on his way to England, compelled by sickness to leave the Station without having returned, as the only possibility, in the opinion of the Surgeons, / confirmed by Dr Patton of this ship, / of saving his life -

During my visit the next day,

out

our intercourse was of the same, cordial and friendly character. He showed me the letters from Lord Aberdeen, condemning in most unmeasured terms the capture of the "Virginius" by the Spanish Authorities. The Commodore was surprised to learn that I had not received the copy of the Correspondence between the Commissioners, the Spanish Minister, and the Secretary of State, and immediately ordered a duplicate to be furnished, a copy of which I enclose, also my reply, and a General Order issued to the Commanders of the British Cruizers on the Coast, in February last.

Our opinions were exactly similar on the subject of the recent Outrages, the Minister admitting we could have no right to interfere, but in the present case, we were aware whatever, that might occur between British Cruizers and American Vessels on the Coast. He was pretty acquainted with the views of our Government, on the subject of Courtesy and Salutes, & only remained for me to communicate them, and to state my intention to carry them out. You will perceive by the General Order, he admits what I contended for in the case of the "Indiana", boarded last Spring, by H.B.M. Brig "Tay", in which he expressed great surprise, at the time.

The Commodore is an exceedingly polite and Courteous Gentleman, but, nevertheless, entertains opinions that can never be admitted by us. Our intercourse continued most cordial and friendly, although he protested against some positions assumed by me, especially in my last letter. I trust Sir, I have not exceeded the legitimate bounds of my instructions, & extended the principles of the Government beyond their proper limits.

The Commodore appears fully impressed to preserve Harmony and Good feeling between the respective Squadrons, and to maintain the honor of our Governments. I have informed him in my correspondence, that this, being our wish he may rest assured in knowing henceforth the existing Treaty, which has always a kindred respect to the Flag and Citizens of both Nations. There is no knowledge of the existence here, by the British officers, of their instructions, which I think it probable may not be communicated to the public, especially as an officer has been sent from England, to supersede Commander Dalton, the officer that captured the "Trent". I shall endeavour to extend kind courtesy and hospitality to British public and Private Vessels, which I have had several opportunities to do, and for which the Commodore made his acknowledgements. At the same time, I have asserted in a becoming manner the rights of our Flag and Citizens, and my intention to maintain them.

The "Penelope" sailed this day. The intercourse between the Officers of the two Ships continued most cordial to the last. The interchange of Entertainments between the Commodore and myself, although differing at times widely, did not create any unpleasant personal feelings. The parties to me met, with mutual kindness and cordiality.

I have the honor to be,
Respectfully, Sir,
Your Obedient Servant,
Chas. Wm. Skinner
Commodore, Commanding
U.S. Naval Forces,
West Coast, Africa

Hon. Geo. Bancroft
Secretary of the Navy.
Washington

Copy

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His Britannic Majesty's Ship "Leander"
off Cape Mount 11th January 1840

Sir

I have the honor to acknowledge the receipt of your letter of the 9th inst, which reached me last night, off Cape Mount, by the United States Brig "Dolphin"

With reference to the subject of your Communication, I beg leave to inform you, that I have received no instructions from my Government, to make Slave vessels prize to the Colonies, with the Exception of the American Schooner "Ann" and if Her Majesty's Ship "Leander" can assist it she has not yet attended

I shall proceed to Sierra Leone agreeable with your wishes, and there wait for the arrival of the "Wanderer" in my passage with Her as I do not expect she will be able to get to Sea

I am Sir
Your most obedient
humble Servant
Commodore Charles H. Bonnet
Commanding the United States Naval Force
West Coast of Africa

Copie

Signé Wilson Commissaire

Simon et autres

Le Général Monc

N° 51.

Conformément aux ordres que j'ai reçus de la Cour des Commissaires civils, par sa lettre du 20 Juillet dernier, j'ai fait arrêter Simon, Noir, Commandeur de la Paroisse du Trou, Jean Baptiste, Noir, Commandeur de la Paroisse de Jacmel, Jean Pierre

Commander William Jones.

Commanding Her Britannic Majesty's Naval Forces
on the West Coast of Africa

of 171 Jane L. Hanna

No 5

[illegible]

[illegible]

Sir

I have to refer to a Communication from the Lieutenant commanding the last Officer on this service at this place, a few days since -

I have known Mr Bulkley and his family for many years, and, to the best of my knowledge & belief, his character has never been impeached - I conceive that the receipts which are on file at the Department will prove sufficient to acquit him honorably of the charges exhibited by Mr Armistead - The warmth with which he expresses himself, springs from the indignation which he feels & well he may at the accusation, if conscious of sincerity & he is entirely innocent -

I have the honor to be,
Respectfully, Sir
Your Obedient Servant
Chas. W. Skinner
Commodore, Commanding
U.S. Naval Forces
West Coast of Africa

Hon. George Bancroft
Secretary of the Navy
Washington

U. S. Brig Lawrence

Port Praya

April 26th 1826.

Sir

I have the honor to acknowledge the receipt of your letter dated 5th of Inst. 1826, accompanying a letter from Joseph Amstead, Purveyor of messes at Makon.

I have only to state that the whole letter is a tissue of malignant falsehood, and villian as he is never would he have had the audacity to perpetrate such an outrage against me, did he not foolishly imagine he was out of the reach of my arm as well as that of the Law.

My receipts are on file at the Department. If they are fraudulent, his is the dishonesty.

The character of this man, is too well known in the service, to require that my honor should be vindicated from his calumnies; nor am I the only officer, whom he has endeavored to impeach by false hood.

I refer you, Sir, for my character and standing in the service, to every officer with

whom I have associated, and particu
to Commodore T. ap. C. Jones who has known
me from childhood, also, to the Honorable
Wm. G Mason, and John Pendleton, now
Washington.

I would therefore beg that
Scandalous letter of I Armistead be
ejected at once from the files of the De
ment; which, from your known regard fo
tice, I can assure myself will be the
case

I have the honor to be
very respectfully
Your Obed't Serv't
D. Farragut Tatnall
Flag Officer

Hon: George Bancroft
Secretary of the Navy
&c &c &c
Washington
D.C.

Commanded.

Chas. H. Hunt Flanner

Commodore, Commanding

U. S. Naval Force

West Coast of Africa

$\frac{u \times u}{}$

Duplicate

No 59.

U. S. Ship "Minnesota"
Porto Praya, 29th April, 1856

Sir.

After long forbearance, I am impelled by a sense of duty, to report to the Department Passed Midshipman Francis Alexander, Aid of Staff to Capt on this station.

In the first place, for general neglect of the duties appertaining to his office, for which he is entirely unfitted - Secondly, for vicious conduct and drunkenness on shore, which has caused him to be arrested and confined to the Guard House on two several occasions - Thirdly on the American Consul, who is his Uncle, for the particulars of the transactions, which he declines giving, but forwarded me the enclosed documents / a report from the Military Commandant and his reply / in relation to the last affair, in which he admits that Mr Alexander was in such a state at the time of its occurrence, that his conduct should not have been noticed, that is, he was drunk - He also states that, "for a length of time" his Conduct had been correct, &c -

On a former occasion, Mr Alexander was

was reported to me by the Steam General, through the Consul, for insulting, and infamously abusing and threatening at the Custom House the Collector - This matter was settled by a suitable apology from the Merchant, the Collector being intirely satisfied - The reprimand and warning I gave him at the time, I thought would have deterred him for like conduct in future - In this I have been disappointed - The documents in relation to the outrage at the Custom House are too voluminous to Enclose -

Mr Alexander was reported to me officially by Commander Bell, on one occasion, for his neglect, by which the "Porter" was detained in Port. In short, his general conduct and habits are such, that he has forfeited the respect of the inhabitants of this place, as well as that of the Officers of the squadron. It would be difficult, perhaps, to substantiate charges against him, before a Court Martial in the United States, by which, holding a Civil appointment, he is not now amenable, but the inclosed documents are sufficient to prove him unworthy of the situation he holds -

I have the honor to be,
Respectfully, Sir,
Your obedient Servant,
Chas W. Wm Skinner
Commodore, Commanding
U. S. Naval Forces,
West Coast of Africa

Hon. Geo. Bancroft
Secretary of the Navy.
Washington.

Translated Copy.

Military Command
Island of St Iago.
— No 35 —

Sir

-Copy-

No 1 Consulate Gate Town
Feb 25

Cape of Good Hope 25th February, 1815.

Sir

I have the honor to report to you officially for your information, that I was informed on the Evening of the 23rd Inst. by Lieut. Alexander, of the Commissariat Department, that Lieut. Amos had arrived at this Port.

I immediately sent for him, and received the report to me. I requested leave to take him to his Quarters, and order it. This was granted by the Officer of Command. In consequence of the darkness of both the Evenings of the 23rd & 24th the Pilots boat, his Vessel was not dressed until the Morning of the 25th, by the Pilot of one of the Ships of War of the United States, now here, and he is daily, if our Arrangements permitted. He is a Commissioned Officer of the United States Government, and I consider was treated with a degree unwarranted, as from what I have been able to learn, he gave no Information - In fact, he was in that state, that our Surgeon thought would have prevented - I will be kind for his appearance before our Tribunal, and I again repeat that he is a Commissioned Officer and not an ordinary seaman, and as I trust will have the Consideration I presume & like will cause to be examined like persons that witnessed the Transaction

I regret extremely this occurrence, as for a length of time, the Officer in question has conducted himself with propriety.

I am Sir, with respect
Your obedient Servant
Richard F Stevens
Consul

Excellency
Gen Candido Cordeiro Pinto Furtado
Major Military Commandant

No 10

Ho. of Repts. Jamaica
Bermuda, 1st. March 1846

Sir

In my Communication of this 1st. March, to the "Ulna," I informed you the Sentinel had arrived, that, in Consequence of Representations made to Her Commander, as to the State of Her Hull and Rigging, I was minding the vessel of the "Commodore," that I might be enabled from the assistance of Her Carpenter, to form a Survey of Persons Competent to judge of Her actual State and Condition - In the meantime, I made a final Examination of Her Hull in person, and found Her upper works much decayed. The Main Yard was Condemned by Survey, and replaced by a New one made on board this Ship.

On the 3rd. I put to Sea in company with the Islands, accompanied by the Sentinel. The Weather proving rough, on the 5th. I, ordered Her return to Port. On the 6th. received with Her Report By an Admiral from Her Majesty received. Papers to Admiral from them Islands that our Affairs with Mexico rendered it necessary to change the destination of our Squadron, & ordered relief. I therefore determined, as the means of the "Marion", to dispatch the Sentinel to the United States,

Mathew J

making Passage for Port as on her present condition, which it would of very severe to endure, one can only hope a quicker Voyage as this is more other Chain should also give me an opportunity to dispose of some reds, should there be any such on board the Maria.

Commander Bell, in making a report to the Lieutenant, "the Sick & Hurtful Hospital" at the Cape, must have accorded the Officers & Seamen but the Lieutenant, in your letter to Mr Bell, Assistant Surgeon, Acting Lieutenant recently ordered from the Southampton, the Vessels Medical Officer, Acting Master, and Boatswain, in consequence of the inability of the proper Officers to bear exposure, are compelled to take the decks A Copy of the Report of Surgeon Van Dorn on the subject I enclose, lettered A. The Sankoum has been nearly Eighteen Months on the Station, a great portion of the time actively and successfully employed - Commander Bell is an active and efficient officer - I feel it my duty, however, to disapprove of some informality in his proceedings -

I must see, taking into consideration the circumstances connected with the Sankoum, you will approve the course I have adopted.

I continue Cruizing with the Ships, visiting the Port from time to time - On the 26th ult. the Brig "Bonetta" had arrived from the Coast: ran in and anchored I regret to state she has been rather sickly, tho' no loss of life occurred. I ordered Fleet Surgeon Pullen to examine the Vessel, and point out any Cause of disease if discoverable within the reach of remedy A Copy of his Report I enclose, lettered B. Inspected the Vessel, and found her clean. The Count of the Crew [illegible] which the Surgeon refers, I am told, in existing Fine Large new Water Casks between the Decks, which has had the desired effect. Sanitary, as it is for Cargo, owes the greater part of the Sickness, and Epidemic among the Crew at Sea.

It affords me satisfaction to [illegible] from Commander Bell, that on the [illegible] with the respect and attention shewn by the Officers & Crew of this Ship since I assumed Command.

On the 30th the Maria arrived. It gives me to report the death of the Master, Mr Spencer of Disease of the Heart: Mr Richardson Boatswain and Mr [illegible] Maria Port. The Maria and Sankoum are now preparing for sea, the former for Sierra Leone, the latter for the Bonny Rivers. I have to transfer Messrs Fraser & Forsan of the Dolphin, to the Maria, and have directed Mr [illegible] of the Dolphin, to perform the duty of Master, in the Supervision of Commander Bell. Lieutenant Hodsdon of the Maria being to proceed to Sierra Leone in expectation of his speedy relief. Lieutenant Hawkins of the Sanscum is on sick leave, and proper to remaining to going home in the Sankoum Bell can perform his duty -

There are but three Invalids, One Vessels Malthusman, and the Malthusman on board capable of bearing exposure. The usual number of Officers to perform the various duties of the Vessels, seem much from sown [illegible]

Lieut

I have the

A

— Copy. —

U. S. Ship Saratoga
Port Praya 13th May 1844.

Sir

In obedience to your order of Today, which requires me to report the health of the officers and crew of this Ship, and my opinion as regards their fitness to make another cruise on the Coast at this time, I have the honor to state, That the general health of the crew is at present apparently good. There are exceptions amongst the officers. Lieut Steele has not been in good health since he left the U. States, and is at present in my opinion unfit for service on this Station. Mr. Edmonds, Act. Master has suffered much from the debilitating effects of the climate on the Coast and is not in a fit condition to make another cruise at this time. With respect to my own health, although I have it in my power to relieve myself temporarily, I fear much that a relapse can will be sufficient in proportion to the delay in performing the service provided in such cases, and in justice to myself I cannot consent to be operated on in this climate.

My opinion as regards the fitness of the crew to make another cruise on the Coast at this time is, that altho' they might do so with impunity, it would be subjecting them to much risk.

I am, very respectfully,
Your obt. Servt
(Signed) W. L. Van Horn
Surgeon

Com.
Chas. W. Skinner,
Commodore Commanding
the U. S. Naval Forces,
Western Coast of Africa

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125

B

-- Copy --

U. S. Ship Saratoga
Porto Praya - April 3rd 1846.

Sir,

In compliance with your orders of this date, I have visited the Ports of Bissagos, and find the Records of the Officers Courts there very imperfect. There are Three Courts of Vice-Admiralty. The Register Officer is somewhat delinquent. From the Records of Three Years I record eighteen cases of Detinet and two of Detinet & Detention, and Libel for Seven cases recorded, leaving the Likeness of the Language of which there is no account. All of the Cases are at this time Condemned.

The cases of Piracy are, in my opinion, caused by the Climate, and Heat by the want of free ventilation. The Barracoon Deck being one & two feet, ten inches, by two feet, and almost entirely covered by the Slave of the Launch - and the Store Deck has only one foot clear of the Beam of the Launch, leaving just room enough for a small mattress,

I have the honor to be,
Very Respectfully,
Your Obt. Servt.
(Signed) Wm. H. Gardner
Asst Surgeon.

To
Commodore
Chs Wm Skinner
Comm'g U. S. Naval Forces
West Coast of Africa.

6 61

U.S. Ship Java Jamestown

Sir,

I have the honor to report the following changes among the Officers of the Squadron under my Command.

Lieutenant Lucien Anderson, from the Java, to the Java.
Sailing Master Jos. Williams, from the Java, to Jamestown,
to Yorktown, as Sailing Lieutenant
Sailing Master W.G.B. Porter, of the Macedonian, to be Sailing
Lieutenant
Passed Midshipman C. Erwin, of the Macedonian, to be
Sailing Master, as Porter.
Passed Mid. Dan, of the Dolphin, to be Passed Midshipman
Mr. C. Morris, Captain's Clerk, Dolphin, to perform the
duty of Purser, under instructions of Commander Pk.

The following Midshipmen will be here from
the Rendezvous, and join their respective Vessels

From Jamestown

Stephen Decatur Porter 1805
William Slater 1805
Charles Wickersham 1805

Yours

1775 Liam L. Hand

No. 1. Bill.

U. S. Sup. Court.

Wm. Sims, 2nd. Jan. 1809

181

1176 June 1 Rhein

U. S. Ship "Vincennes"
Port Praya, C. V. Islands, [illegible]

Sir,

You are [illegible] to proceed
with the vessel under your command to the Island of Johanna, [illegible]
which came out in the U. S. Brig Porpoise and anchor there
Muzangaia, near the town, and obtain from the Governor
Minister of the Island and Consignee of the Vessel Engaged
by it for the benefit of the United States.

You will then proceed to Zanzibar and
[illegible] Muscat on the Persian Gulf,

Yours respectfully
Your obd't Serv't,
Chas. Wm. Wilkes
Commdg Commanding
U. S. Naval Forces
[illegible] Coast of Africa

Lieut Comd'g W. Morris. U. S. Ship Potomac
Lieut. Tatnall U. S. Brig Porpoise
Mid'n Gedney Purser U. S. Ship Potomac

U.S. Steamship Shamshire
Port Praya, May 2d 1846.

Sir

In obedience to your order bearing date the 30th April, we have held a Survey on the Provisions lately the property of Peck & Peck & now on board the U.S. Store Brig Porpoise, and have also re-examined the Provisions condemned by the Survey held on board the Store Ship Relief, and have agreed to report as follows viz.

There are thirty four barrels of Pork, which, although packed in salt and water, are not, in our opinion, fit to be taken on board of the vessels of the squadron; as it would inevitably become tainted before it could be used, especially in the warm climate on the Coast of Africa; this not here, such provisions as, we think, ought to be given to the Crews to eat, if better could be procured.

There is one half barrel of Pork which we condemn, it being tainted.

There are forty barrels of Beef and two barrels three half barrels of Beef which is old and musty, but in which the same objection does not exist, as we have stated in relation to the thirty four barrels of Pork.

There are two half barrels of Beef which is tainted - we have condemned it.

There are four thousand nine hundred and twenty six pounds of Pickles, which are all spoiled and which we condemn as unfit to be issued to the Crews.

There are twelve thousand four hundred and Eighty six pounds of Rice which is also spoiled and unfit to be issued to the Crews.

There are two barrels of Bread which are bad, and unfit to be issued and which we condemn. Although your order did not include it, yet as it is the only Bread in the Store that we have thought it best to survey it, and include it in this report.

Your order directs us to state the quantities to be made of this Provision for the Navy of the United States."-

We have ascertained that the duties and Charges on this Provision, if sold in the United States would be, on each barrel of Pork $7.80 and on the Beef $3.90 cts. each barrel. We do not believe that it would bring at Auction as much as would pay these Expenses. The Custom House Regulations permit goods to be abandoned, if they think proper to do so, and then to be sold by the Custom House authorities to pay their Charges.

We therefore recommend that this Provision be abandoned, believing that this course would be best for the Interests of the United States.

We have the honor to be
Your most obedient Servants.

Henry H. Harris. 1st Lieut.
Jno. Hamilton, Purser
Wm. H. Gibbons,
—, Surgeon

To Commodore.
Charles W. Skinner,
Command. U.S. Naval Forces
West Coast of Africa.

Sept.

[illegible] 5th

[illegible] Factory [illegible] [illegible] [illegible]
[illegible] Keeping [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
Dolphin sailed for Batavia, [illegible]
Sir Thos Raffles for the Government of Java, [illegible]
in the 11th the Marion sailed for Calcutta, and Mr Crisp
& Mrs Flagg for the Cape.

I had a party on board to dine
and spend the day, [illegible] Mr Crisp
Master Mr Chas Pemberton and Capt Allen, the latter
at Batavia - Capt Allen had been to Penang
Mr & Mrs Flagg and the Chief, Mr Crisp, Mr Pemberton
Steve and other attendant Europeans - The 30th 31st,
on the Evening of the 13th Sept, discovered the Volcano
Gunung Api [illegible] - Immediately despatched boats and Canoes to the Island,
the fire had never made such a [illegible]

[illegible] Communication -

On the 18th Ult. the Southampton sailed for [illegible] and Bissau, and Bissau up a supply of Wd. & Coal. After steaming and putting in order the Vessels and other articles remaining on hand, sailed on the 21st, in a Line among the Islands, touching at Bissau, and occasionally at [illegible] Place, Exercising the Vessel's Crew at firing Shot and the Several duties.

The Dolphin and Boxer are Vessels &c. &c. of the former from Grands Canary, the latter from the Coast. The Dolphin will not go into any Port as the River Gabon.

I have the honour to be,
Respectfully &c.
Your Obedient Servant,
Chas. Wm. Skinner
Commodore, Commanding
U.S. Naval Forces,
West Coast of Africa

Secretary of the Navy.
Washington.

"

1227 Augusta Hwy

No 1.

U.S. Ship Savannah
Off Oporto 1st July 1846.

Sir,

In my communication of the 17th ult. from Porto Praya, by way of Lisbon, I mentioned that I should communicate in this note, containing a portion of the Despatches belonging to the United States, including Mr Buchanan's Letter. Also, that I should forward the Journal of the Boxer from the Coast, and Dolphin from the Canaries.

On the 25th the Dolphin made the appearance, accompanied by the Frigate United States, Commodore Read. By the latter I received the intelligence of War with Mexico, and your instructions. Without delay I transcribed to Commodore Read the necessary documents, and such information as I considered useful in the prosecution of his duties as the Commander of the Squadron. Also the Bread which I had reserved on board this Ship for the Boxer and Dolphin, as I anticipated their arrival previous to the Southampton's

At daylight on the Morning of the 27th I sailed in prosecution of your orders. I forwarded to the Department duplicates of the Communications in relation to the fire; the originals, having been sent by way of Lisbon, have probably not yet reached the United States -

An account of our movements after leaving Porto Praya forms the subject of the accompanying document Numbered 6.

I have

I have the honor to communicate the receipt, during the last Quarter, of the following communications, which I beg leave to submit.

Per Frigate United States, Commodore Read, arrived at this Port, 25th June.

Communication dated 21st May, 1816. Ordering the return of this Ship and Volton to the U. S. &c

" " " 12th March. Captain M. T. Tabbot of this Ship, which was turned to him

" " " 14th March. For Lieutenant C. C. Barton, U. S. Ship Marion, which was left with Commodore Read, to be delivered by him

General Order 19th March. Directing Funerals guns to be fired, &c, in respect to the Memory of the late Commodore Crane -

Also, a Lieutenant's Commission, for Lieutenant C. Carnaghine, U. S. Brig Boxer, which was left with Commodore Read, to be delivered by him -

Also, a similar Commission, for Lieutenant H. L. Chipman, formerly attached to this squadron, which I herewith return to the Department, Lieutenant Chipman having returned to the United States in March last, as Prize Master of the Schooner "Robert Wilson"

I have the honor to be,
Respectfully, your
Obedient Servant,
Chas. W. Morris
Commodore.

Hon. George Bancroft
Secretary of the Navy,
Washington.

I inclose a Copy of the Memoranda furnished Commodore Read —

-Copy-

Memorandum — [illegible]

[illegible]

[illegible] of 32 Cwts of Stores and 15 Casks [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

There is now at Common Hamilton Bermuda, a 15 Tons Cutter named the "Albion", Lieut. and "Dolphin" will receive their despatches in Coming off the Coast at the Expiration of their present Cruize -

Officers not to go on shooting parties, or out of sight of a signal, or hearing of a signal gun — see Circular Order No 51

Troopers Cutting to man the Launch necessary -

The Pensions at the Depot on Shore to be read pro. -

Those that came out in "Comet" and Exemption

were Condemned as unfit to serve, and recommended to be given up to pay duties - they have not left the Island on the arrival of the "Southampton", with the exception of Pensioners to pay duties and all Expenses -

"Boxer" - I designed Permitting me to the Town -

Forty Days, to give the Men opportunity of recreating at Palmas. Grand Canary -

---

The "Southampton" to remain at Porto Grande during the Months of July, August, and September - At this place, riding is dangerous during three Months -

I enclose a permitting Southampton to visit Palma, Grand Canary, some time during the Summer. Prince is the best, hence for the present I have ordered her there. Bay cannot vessels, and the Governor always provides a house should the Doctor think proper to prevent their landing. The people are polite and hospitable to American officers.

I have directed a Signal Signal for Day and Night - with the Naval Hospital - Fort San Fernando, to fire, if the Admiral be perceived at Sea. Also, a Night Signal between the Britain and vessels.

The American Flag is most frequently used at Port Stevenson, at and about Cabenda, and in the Bight of Benin. To those places I have directed particular attention. The "Marion" is now at the former place. The order which accompanies this, directs the "Dolphin" to cruise about the latter. The "Boxer" is now on her way from Kalenda, Cape, for her hourly.

West Bay, Prince's Island, is an excellent place to water, it is however, like all other parts of the Coast, sickly. Especially Night air and dews must be avoided.

Lower Decks to be kept dry. (See order on Sanitary Code)

The Correspondence between the British Commodore and myself arises on his leaving the Station. There is now no other question between myself and any other Commanding Naval Officer on the Station.

Directs that if it is sometimes necessary to purchase here, are very high. The price must be ascertained, before requisition is made.

Where Commanders Vessels are not to purchase articles at any place, that may be had from the Depot.

Board, Coals, Oil, and Paints, if required of the Colonies, and export them at Port Praia de Angra.

Duties are charged at these Islands on all articles removed from the Ships, without only for ship keeping Stores & Provisions.

Extortion here must be expected, and generally requires time at Port Praia, and indeed at all the Ports.

Especial care must be taken of the boats. The heat and sun is very great on this Station.

I have allowed the Men Fresh Beef twice a week. The Purser should inspect it on shore, before it is received. Without this precaution you get a very bad article; by inspecting it on shore much trouble is saved, it also makes the furnisher particular.

Mr Gardner contracted with me, to furnish Beans at $1.25 per. He having failed to furnish, I wrote for a supply, they will arrive at in August.

The "Dolphin" has Beans on board for the squadron, which I purchased at Palmas.

The address of the French Commander-in-Chief, is Rear Admiral Montagnies de la Roque Commanding the Squadron of France.

The Senior British Officer left by Commodore Bruce is Captain George Mansell, A D C. Ship Actaeon.

I am, very respectfully, Your Obedient Servant, Signed Edward Hopkins Commanding U.S. Ship Jamestown.

To Commodore George C. Read Commanding U.S. Naval Forces West Coast of Africa

Port Praya, 26 June 1846.

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1847

U. S. Ship Jamestown
Boston, 6th August 1846

Sir

In my Communication, dated 1st July, at Sea, I had the honor to inform you that I was relieved by Commodore Read, and sailed on the 27th of June, in prosecution of your orders.

On the 2d ult. Communicated with the Authorities at St Pierre's, Martinique, passed to leeward of Guadaloupe and the other Islands, on the 11th touched at St Thomas. The Consul informed me he had not been heard of a suspicious Vessel. Passed through the Sail Rock Passage, along the North side of Porto Rico, through the Mona Passage, along the South side of St Domingo and Cuba. On the 23d Communicated with the Authorities at Havanna.

From the intelligence received at Martinique, St Thomas, and Havanna, and from Vessels spoken, I am induced to believe there are no Vessels cruizing in those seas under the Mexican Flag. Mr Campbell, the Consul at Havanna, informed me that the Authorities there might be "implicitly relied on in their Exertions to prevent any violation of their neutrality". Also, that the "Truxtun" was Cruizing about

about the Islands.

On the 23rd. looked into Batangas, in the evening made sail for the United States and arrived here this day -

I have the honour to be,
Respectfully, Sir,
Your obedient Servant,
Chas. Wm. Flenner
Commodore

Hon: George Bancroft
Secretary of the Navy.
Washington.

Y 229 (rev) 10. Hu

[illegible]

[illegible]

[illegible]

[illegible] Sir, [illegible]

[illegible] as instructed [illegible] the Senate of the United States, [illegible] is now in session, with the exception of Hon. [illegible] Benjamin Tappan, who is detained [illegible]

Hon. Isaac Hill
Benjamin Tappan.
Enoch Lincoln
William Sprague.
Martin Brudem.

I am, with great respect, your obedient servant,

[illegible]
Gov. of Connecticut

Hon. George Bancroft
Secretary of the Navy
Washington.

1/250 avg/0 flash

No 109

U.S. Ship Jamestown
Boston, 6th August 1845.

Sir.

I have the honour to announce the arrival of the U.S. Ship Jamestown at this Port, sixty days from the Cape Verde Islands, via the West Indies.

In conformity to your orders, I have reported the Ship to Commodore F.A. Parker, and myself ready to the Department, and await your further orders.

The Jamestown's sails, Stores, Rigging, and boats are in good condition - She may be sent on an Eighteen Months Cruize without any repair, and at little expense.

I have the honour to be,
Respectfully, Sir,
Your Obedient Servant,
Chas. Wm. Skinner
Commodore -

Hon George Bancroft
Secretary of the Navy.
Washington.

over.

List of Inclosures

Communications Nos. 66. 67. & 68.

Duplicates " 64 and 65.

Quarterly Report of Punishments for Quarter ending 30th June

Communication from Purser J. D. Gibson, U.S. Store Ship "Southampton"

" " " " from J. C. Guy, Yeoman, of this Ship

A Lieutenant's Commission for A. Henry A. Chipman - Returned to the Department (See Communication No. 66)

No. 144.

U. S. Ship Jamestown
Boston 8th Aug. 1841.

Sir

On my arrival at this Port yesterday morning, I had the honour to receive your communication of 10th July, in reply to mine of 5th ult. relative to the conduct of Lieut. Commandant Alexander, Naval Storekeeper, late at Tampico.

I am sorry that the information given by Mr. Alexander, should be of such a character as to induce you to withhold your confidence from Lieut. Commandant Alexander

I am sir
very respectfully
your obt. servt.
Thos. W. Wyatt
Commodore

Hon. Geo. E. Badger
Secretary of the Navy
Washington